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Pend Oreille Scenic Byway Corridor Management Plan

EXECUTIVE SUMMARY

This Corridor Management Plan provides a comprehensive understanding of the byway's importance to the surrounding area and serves as a process through which the community can develop plans to preserve the beauty along this route and enhance the driving experience for those that travel State Highway (SH-200). The natural beauty of the Pend Oreille (pon-der-ay) Scenic Byway is an integral part of the daily life of eastern Bonner County residents. SH-200 is the main artery for commerce and commuting between Sandpoint and western Montana.

This planning process began with a unique partnership that grew to 19 participants in the generation of the local match for the grant funds initiating this plan. The partnership included local businesses, chambers of commerce, and adjoining cities who recognize the importance of the highway and its scenery to our overall quality of life. The community efforts to produce this Corridor Management Plan brought local residents, involved agencies, government, and business interests into collaborative thinking, culminating in this plan, as no other process has done in eastern Bonner County.

Residents along the Scenic Byway struggle with the paradox of desiring broader local services and not wishing for more traffic along SH-200 to impede local commutes, but increased year-round visitors can fuel an expanded business base. Bonner County has seen its population increase from 15,500 in 1970 to 35,000 in 2000, and traffic increase more than proportionately in the same time frame because of expanded numbers of travelers on SH-200. Ironically, the business community in eastern Bonner County along SH-200 has shrunk because of downturns in the timber industries and longtime proprietors of established businesses closing their doors. Although the rural population of the county has grown, the communities of Hope, East Hope, and Clark Fork are frequently challenged to find candidates for city offices, because many older residents are taking comfort in the warmer winter climates of southern states.

This Corridor Management Plan has focused on five primary areas: (1) highway safety; (2) preserving the intrinsic quality of the area; (3) attracting visitors to the area in the non-summer months; (4) enriching visitors experiences and enjoyment of the scenic byway; and (5) enhancing residents appreciation of the scenic byway. Each is relevant to the future of the Pend Oreille Scenic Byway and the byway's importance in the community and the state.

As traffic has increased on SH-200 and cross-country bicycle travel has become significantly more prevalent, summer driving shows signs of generating hazardous conditions for everyone, unless efforts are successful to create some alternatives. Finding a harmonious solution to accommodate commercial traffic, local commuters, bicycle riders, and recreational vehicles is elemental to all drivers' future enjoyment of the magnificent scenery along the Pend Oreille Scenic Byway.

Pend Oreille Scenic Byway Corridor Management Plan

ACKNOWLEDGMENTS

Chambers of Commerce

This project was a major undertaking for the Hope-Clark Fork-Trestle Creek Chamber of Commerce, and would not have happened without the personal support of Margie Stevens. The Greater Sandpoint Chamber of Commerce lent its support, particularly in the person of Susan Kiebert. The author thanks them both for the continued support of this project. The Destination:*Sandpoint* help in distributing the byway's Guide is also much appreciated.

Sponsors

This project would not have been possible without the unique partnership formed for funding the local match portion, necessary to receive the Federal Highway Administration grant to complete this plan. The following 19 businesses, communities, and local organizations contributed to this project: Cities of Hope, East Hope, and Clark Fork; Sommerfeld Realty,

Hope-Clark Fork-Trestle Creek Chamber, the Greater Sandpoint Chambers of Commerce

Trestle Creek Trailer Park, East Hope Marine Services, Hidden Lakes Golf Resort, C.E. KRAMER, Litehouse, Inc., Packages Plus, Pend Oreille Printers, Waste Management of Idaho, Interstate Concrete & Asphalt, Bonner County Sportsmen,

James A. Sewell & Assoc., Pend Oreille Shores Resort, Midas Management Avista Corp.'s support through site acquisition and interpretive sponsorship is appreciated!

WE THANK YOU ALL!!

Public Participation

People who live along the Pend Oreille Scenic Byway have varied interests and points of view regarding the future and the population growth inherent with it. The nearly 40 people who contributed their time to the four committees working on the components of this plan focused on the issues in front of them and worked congenially on arriving at consensus.

WE THANK YOU ALL FOR YOUR TIME!!

Agency Representatives

This plan is a product of willing participation by a number of representatives for the local, state, and federal agencies that share responsibilities along the Scenic Byway. These include the Bonner County Planning and Public Works Departments, Idaho Department of Fish & Game, Idaho Transportation Department, the U.S. Forest Service, U.S Army Corps of Engineers, and Panhandle Lakes Resource Conservation and Development. People whose personal interest was appreciated:

ITD: Garry Young
Carole Richardson

USFS: Dick Kramer - Sandpoint
Keith Thurlkill - Missoula

Chuck Spicklemire
IDF&G: Chip Corsi

Larry Blocker - Missoula
Beth Paragamian-
Panhandle

U. of Idaho: Sam Ham

USACE:

John Coyle - Albeni Falls

Bonner County Planning - Clare Marley

Mike Doherty - Panhandle

Public Works Department - Tim Elsea PLRC&D:

Kim Golden

Special Thanks to Charlie and Tessie Kramer for the Conference Room in their Marina!
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Pend Oreille Scenic Byway Corridor Management Plan

THE NAME OF THE PEND OREILLE SCENIC BYWAY

When the committees had been working on this corridor management plan for a few months, a theme for developing the interpretive information along the byway emerged. A theme with appeal to all people involved was “Passages through Time”. History is a passage through time and the history along the scenic byway becomes significant with the glaciers forming Glacial Lake Missoula and the impacts of the subsequent floods across the northwest.

“Passages through Time” describes the Kalispel Indian association with the area and their seasonal movements to hunt and fish. This theme also describes the seasonal migrations of wildlife to be found along the byway and the migratory waterfowl using the adjoining waterways. The same theme describes the history of the steamboats that plied the waters of Pend Oreille and the railroads that brought settlers to many isolated areas, changing life forever throughout the western United States.

The idea of adding the word ‘Passages’ to the name, Pend Oreille Scenic Byway, appealed to the Byway Advisory Committee. The recommendation to formally change the name of this scenic byway from the Pend Oreille Scenic Byway to the Pend Oreille Passages Scenic Byway was placed before the Idaho Transportation Department’s Scenic Byway Advisory committee for consideration, but did not gain their approval. Further action on this matter is not planned.

PEND OREILLE SCENIC BYWAY - CORRIDOR MANAGEMENT PLAN

IDENTIFYING THE PARTIES WITH RESPONSIBILITY/VESTED INTEREST

WHO ARE THE STAKEHOLDERS?

Cities & Communities

Kootenai	Hope
Ponderay	East Hope
Trestle Creek	Clark Fork

Private Land Owners

Commercial Timber Interests	Residential Forest Properties
Agricultural Land Owners	Residential Agrarian Properties

Local Businesses

Restaurant & Lodging	Gas & Convenience Stores
RV Destinations	Marinas
Golf Courses	Recreational Enterprises
Retail	Service Businesses
Industrial	Distribution

Bonner County

Road & Bridge	Sheriff's Department
Planning	Solid Waste

Bonner County School District

Kalispel & Coeur d'Alene Indian Tribes - ancestral heritage

Montana Rail Link & Union Pacific (much lesser degree)

Governmental Agencies

Idaho Transportation Dept.	Army Corps of Engineers
US Forest Service	Idaho Dept. of Lands
Idaho Fish & Game	Panhandle Health
Division of Environmental Quality	

Utilities

AVISTA	Ellisport Bay Sewer District
Northern Lights	GTE Hope Cable
Kootenai-Ponderay Sewer	Oden Water Association

Organizations - North Idaho Bikeways

Bonner County Sportsmen	Hope-Clark Fork Chamber
Lake Pend Oreille Idaho Club	Sandpoint Chamber
Clark Fork Coalition	Hope Community Center
Ducks Unlimited	Local Churches
Trout Unlimited	Bonner County Historical Society

Drivers

Resident Commuters	Montana Commuters
Commercial Trucking - Timber, Sand & Gravel, Long Haul	
School Buses	Business Delivery Drivers
Visitors	Bicyclists

PEND OREILLE SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

A Summary

This planning project was unique in eastern Bonner County, because it generated the cooperation of three cities, two Chambers of Commerce, and 14 businesses to begin.

Chapter 1> Introduction- State Highway 200 is a vital and significant artery for commerce, residents, and visitors. This planning process brought together myriad segments of the community and involved agencies in a look toward the future.

Chapter 2> Heritage- A travel corridor used by the Kalispel Indians in the centuries before David Thompson's arrival in 1809 and an important link for 190 years since.

Chapter 3> Byway Today- Two lanes of state highway traveling through outstanding beauty and challenged with increasing use, from traffic of multiple modes

Chapter 4> Present Conditions- Bordered by railroad, agricultural lands, and rugged shoreline, this byway is truly scenic and within schedule, improving in surface quality.

Chapter 5> Attractions- With incomparable scenic beauty, a multitude of National Forest, and 14 Points of Interest, this byway offers something outdoors for everyone

Chapter 6> Interpretive Plan- With the cooperation of people from the Forest Service and the University of Idaho, a method to tell the story of the area is evolving.

Chapter 7> Byway Designs- The culmination of safety and driving pattern analysis

led to suggested future improvements both for safety and enjoyment of the byway.

Chapter 8> Marketing Plan- A focus on attracting more visitors in the ten months that are not summer and methods by which travelers are encourage to stop and visit.

Chapter 9> Signs- Relatively free of visual clutter now, methods of preserving the visual landscape always require people caring enough to be involved.

Chapter 10> Visitor's Experience- A look at how to provide visitor information and welcome, cost effectively and consistently.

Chapter 11> Public Involvement- Producing visible results in recognizable time segments, generates involvement through momentum.

Expanding the Name> The Scenic Byway Advisory Group requests the official name to become: **Pend Oreille Passages Scenic Byway** This name ties together our interpretive theme and the story we plan to tell.

INTRODUCTION

The Pend Oreille (pon-der-ay) Scenic Byway follows SH-200 for 33 miles, from Sandpoint across the Pack River Delta, along the northeastern shores of Lake Pend Oreille, and up the northern banks of the Clark Fork River to the Montana state line. This scenic byway begins at SH-200's junction with US-95 north of Sandpoint, passes immediately through incorporated Ponderay and Kootenai, before entering the relatively open countryside of rural Bonner County. One travels for 12 miles before entering the city limits of Hope and East Hope, goes another eight miles before entering Clark Fork, and then proceeds eight miles before leaving the state of Idaho.

The Pend Oreille Scenic Byway does provide majestic views of a glacially sculpted lake and the river courses feeding it. The relatively natural landscape bordering the byway is truly a significant portion of the heart and soul of eastern Bonner County. The lack of commercial development after leaving the city limits of Kootenai, creates a rural corridor bordered by agriculture, railroads, water, and natural hillsides for most of the byway. This planning process is very timely for raising local residents' awareness of the value of their scenic view.

.1 The Highway and its Significance

SH-200 follows the approximate route of a centuries old Native American tribal trail that traveled between the plains of present day eastern Washington and western Montana, and intersects the trail, explorer David Thompson came south upon in 1809. Entering the State Highway System in 1915 as the Clark Fork Highway, SH-200 serves as an important commercial link between US-95 and the Clark Fork River valley in Montana; the commuting link connecting the rural areas of eastern Bonner County and western Sanders County, Montana with the commercial services of Sandpoint; and as the conduit that transports visitors traveling to enjoy the splendors of the forests, lakes, and rivers leading to the Continental divide. Many square miles of national forests are accessible from SH-200 and this highway will continue to serve as a vital element in transporting lumber and timber products from the woods to the mills to the market place.

As a scenic byway and promoted by the Adventure Cycling Association a cross-country link, bicycle traffic has increased noticeably in recent years with cyclists traveling both directions. Average daily traffic has increased from 2500 vehicles to 3660 vehicles (46%) in the past 10 years at Colburn-Culver Road (MP 36). Accommodating the likely increases of future traffic, underscores the importance of planning for pending needs and a variety of travelers.

1.2 Designation as a Scenic Byway

SH-200 bordering the northern shores of Bonner County's Lake Pend Oreille and the Clark Fork River was proposed for scenic byway designation in 1991 for the majestic, panoramic views of a large glacial lake and the visual appeal along the forested, carved-rock river banks. Because the proposed scenic byway contained four intrinsic qualities-scenic, historic, archeological, and recreational- the Idaho Transportation Board designated SH-200 as the Pend Oreille Scenic Byway in August of 1991. Along the way, a traveler has the opportunity to view these points of interest: (1) Pack River Wildlife Area; (2) Trestle Creek Recreation Area; (3) Pend Oreille Geologic Site; (4) Hope Boat and Recreation Area; (5) Hope Community Historical Site (6) Hope Area Interpretive Site; (7) Sam Owen Campground, (8) Denton Slough Waterfowl Area; (9) Clark Fork Drift Yard Recreation Area; (10) University of Idaho Field Campus; (11) Johnson Creek Recreation Area; (12) Cabinet Gorge Fish Hatchery; (13) Clark Fork River Recreational Access; and (14) Cabinet Gorge Interpretive Site.

1.3 Characteristics of the Pend Oreille Scenic Byway

SH-200 exemplifies the beauty of rural scenic driving, taking motorists through small towns, agricultural farmlands with mountain ranges as a backdrop, river deltas and their adjoining wildlife areas, rocky shorelines and expansive water views, and the glacially scoured hillsides surrounding the Clark Fork River. The highway is a two lane road without passing lanes, but with open stretches that provide passing opportunities. The need to further develop turnouts and appropriate signage is evidenced by the conflicting speeds of commercial traffic and visitors through some of the most scenic stretches of road.

The rural land bordering the byway is relatively free of commercial development, allowing continual enjoyment of the remarkable scenery throughout the drive. The railroad tracks of Montana Rail Link parallel SH-200 for numerous miles and provide a beneficial protection from visual encroachment that insures drivers will enjoy those stretches of scenery for years to come. With the absence of roadside commercial development along the Pend Oreille Scenic Byway, relatively few advertising signs clutter the visual landscape.

1.4 Reasons for a Corridor Management Plan

Population growth, commercial development, and traffic have all seen noticeable increases in Idaho's Panhandle during the 1990s, but the overall economy along eastern SH-200 has been stagnant, if not declining. Focusing on the traffic already traveling the Pend Oreille Scenic Byway as a potential business asset, developing a plan to enhance visitors' experiences, expand local business opportunities, and plan for the future of a beautiful area seem quite logical. Recreational travel presently generates a significant element of the vehicles on SH-200 and planning for their accommodation in the future, while designing safety features for expanded bicycle use, can help plan a less congested highway for commercial, commuting, and visiting traffic in years to come. The Hope-Clark Fork-Trestle Creek Chamber of Commerce saw the scenic byways' program of funding corridor management planning as a method of creating a collaborative effort

Chapter 1: Introduction

within the area to address various common concerns and needs.

1.5 The Planning Process

The Hope-Clark Fork-Trestle Creek Chamber of Commerce selected the consultant, Midas Management, to lead this planning effort in February of 1999, with the duties of forming a committee structure that would reflect the area's diversity of interest and insure community participation. The first step in organizing to produce a Corridor Management Plan was creating a permanent Scenic Byway Advisory Committee that represented the business community, residents and property owners along the highway, agencies that have ongoing responsibilities for adjoining land, and Idaho Transportation Department (ITD).

This committee, with representation from the Sandpoint and Hope area Chambers of Commerce, ITD, and Bonner County, became the project oversight and review team. Working in conjunction with the Byway Advisory Committee, three individual committees formed to become the Community Advisory, Intrinsic Quality, and Technical Design Committees. Each committee met monthly to deal with topics of concern, and each met periodically with a professional whose area of expertise was of special interest.

The fourteen components of a corridor management plan required by the Federal Highway Administration were spread among the committees, allowing as long as 12 months to complete the analysis and conclusion process. Midas Management was given the task of preparing the agendas, facilitating the meetings, and keeping notes and minutes. Meetings were scheduled primarily in the Hope area to be central for residents participation. The public was always welcome and invited.

While tourism and recreation provide many job opportunities and are a significant income ingredient for the business community along the Pend Oreille Scenic Byway, it must be recognized that not all residents have a desire to attract more visitors. Summer congestion to the highway and local roads is a source of irritation to most of us at some point each year, although most businesses are dependent upon the extra income of July and August for an annual profit. For that reason, the marketing plan will tend to concentrate upon attracting visitors in the 10 months that are not summer, when seasonal attractions always provide great beauty, but there is much less traffic.

Because the Scenic Byway Program is initiated at the federal level, there is inherently an element of suspicion among many north Idaho residents of impending regulations and restrictions that will be imposed. An integral element of the Scenic Byway Program is placing local emphasis on how that highway should be managed in the future. A segment of a corridor management plan is the development of strategies to preserve, protect, and enhance the qualities under which a byway is nominated. Although a community survey showed strong appreciation for the intrinsic beauty and an interest in preserving the scenic quality along SH-200, Bonner County's legislative support to accomplish that will happen only by residents' awareness and active involvement as the future unfolds plans for development.

Chapter 1: Introduction	<ul style="list-style-type: none"> > to generate local public involvement in a process that will produce standards for a safe highway and to wardship for the Scenic Byway, increased future use, > to present a design solution to improve the quality of the Scenic Byway, and to help and evaluate this solution to help the local community and the Highway 200, and signage. > to determine visitors' needs and desires to help use of public facilities in the area can be provided for the local system and to help the community become a more vibrant and strengthened. > to determine methods by which the local year-round economy can be strengthened.
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MISSION STATEMENTS

Pend Oreille Scenic Byway Advisory Committee

Intrinsic Quality Committee

Technical Design Committee

Community Advisory Committee

HERITAGE OF TRAVEL ALONG OUR SCENIC BYWAY

2.1 The American Indian Tribes

The Pend Oreille Scenic Byway traverses an approximate route established centuries ago by the American Indian tribes that lived along the Clark Fork and Pend Oreille Rivers, and those Indians traveling across the Panhandle between the grassy plains of eastern Washington and the buffalo country of Montana. The Kalispel tribe was the resident tribe of this area, and each summer would be visited by Kootenais, Coeur d'Alenes, Spokanes, Bitterroot Salish, and even Nez Perce, at the site known as "Indian Meadows" at the mouth of the Clark Fork River. This was a place of summer hunting and fishing, berry gathering, and collecting tules for lodge building. The summer lake level was more than ten feet lower than it is today and an expansive grassy meadow opened up between Denton Slough and the river's mouth.

2.2 David Thompson and the Fur Trade

When Lewis and Clark were organizing their transcontinental explorations for the United States government in 1804, the British fur companies were sending trapping parties further west in Canada. No one was a more intrepid explorer and mapmaker than David Thompson. Establishing a good rapport with the Kootenais north of Pend Oreille Lake, Thompson heard tales of the great lake and the Indian gatherings near the mouth of the Clark Fork River. In 1809, he followed the Indian trails to the shores of Pend Oreille and established a trading post near Hope and another up the Clark Fork River in Montana. Although this was the first trading post in the Pacific Northwest, local tribes did not harvest an abundance of animals and the fur trade never was successfully established here.

2.3 Mining for Gold and Silver

As the gold reserves of California dwindled in the 1850s, prospectors moved further north and began prospecting in Montana by the early 1860s. With significant gold discoveries in 1863 and 1864, seekers of fortune began to find their way across Utah and up the Columbia River into the Pend Oreille country in 1865. The overland trail, following the northern shores of Lake Pend Oreille, was a torturous route in the early spring of the year with high water in the lake and saturated soils to negotiate. "In my journal I have described that portion of the trail which we passed yesterday as 'horrible', but today I am satisfied that no words in the English language can convey an idea of its condition."¹ The extreme difficulty of following this route led to the construction in 1866 of the Mary Moody, the first steam powered commercial vessel to ply these waters. As many as 5,000 people used this route the year before the Mary Moody was launched.

¹W.F. Whitaker, Helena Daily Herald, 1866

2.4 The Railroads

The Northern Pacific Railroad began laying tracks primarily from the east, but approached the Pend Oreille section from both directions. In 1881, the wooden bridge over the Pack River Flats was constructed, becoming the longest structure in the entire transcontinental system. In 1882, a construction camp was established in present day Hope and became the permanent community we know today. In 1883, the tracks were completed for train use and this region was opened to transcontinental train traffic. The Northern Pacific construction brought the beginning of community settlement and reasonable access to the Clark Fork valley and northeastern Lake Pend Oreille. A second transcontinental system, the Great Northern Railway reached the Sandpoint area from the west several years later, but tracks were laid north from Sandpoint and did not follow the shores of the lake.

2.5 Timber

“Another strong objection to a trip around the lake is the scarcity of grass— the forests being too dense and the mountains too bluff for the grass to grow.”²

Forests and timber have always been a part of the white man’s life along the area of the Pend Oreille Scenic Byway. The railroads chose their routes in part for the timber available for track construction and there was plenty of timber near both the lake and river. A mill was established as early as 1885 in Kootenai and there was a shake mill operating in the Hope area in 1899. Kootenai, East Hope, and Clark Fork were communities highly dependent on the timber industry in the early 1900s, and lumber mills were common sights along the ‘Clark Fork Highway’.

2.6 Visitors

No sooner had the Northern Pacific Railroad put their tracks in service along Lake Pend Oreille in 1883, than planning began for the first visitors’ accommodations in Hope. Northern Pacific constructed and opened the Highland House Hotel in 1886, overlooking the lake. In 1890, the Jeannot Hotel was built nearby with capacity for additional visitors. This route was designated as part of the Yellowstone National Highway before World War I, taking adventurous motorists into Montana, although it crossed the river at Clark Fork and continued south of the river across the state line.

The beauty of the area has attracted visitors to numerous resort facilities along the shores of the water throughout the 20th century and continues to do so today. Visitor spending in Bonner County amounted to more than \$92 million in 1997³, nearly \$9 million in lodging alone. From Trestle Creek to Montana, visitors support seven trailer and R/V facilities, five restaurants, lodging accommodations and a new motel, three gas stations, and the grocery and convenience stores. Statewide, retail sales garner the largest share of visitors’ dollars and the same is likely true in Bonner County.

²W.F. Whitaker, Helena Daily Herald, 1866

³“Tourism’s Impact on Idaho’s Economy”, Department of Commerce, 1999

PEND OREILLE SCENIC BYWAY TODAY

3.1 State Highway 200 - Existing Roadway Conditions

Pend Oreille Scenic Byway is a two-lane, asphalt-surfaced highway without adequate shoulders for many of its 33 miles. The general condition of paving is relatively good for the first 22 miles because of recent surface reclamation projects by the Idaho Transportation Department. The remaining 11 miles are scheduled for reconstruction in the summer of 2000. Lack of highway shoulders, coupled with the curving, hillside terrain and the physical restraints of rocky slopes or wetlands from Pack River to Hope and from Denton Road (MP 51.7) to Montana, create hazardous conditions when encountering bicycle traffic. The combination of curving hillside roads and eye catching scenery create conflicts of speed between visitors, especially those towing trailers, and both commercial and local traffic.

Pend Oreille Scenic Byway's Traffic Volume

SH-200 has one permanent traffic counter established east of the intersection of Colburn-Culver Road and the highway. Colburn-Culver has approximately 500 vehicles daily, the majority of which turns west to Sandpoint, so is not reflected in these SH-200 traffic counts.

	AVERAGE DAILY TRAFFIC - SH-200 @ COLBURN-CULVER RD. MP36 (MP36) 35.965)3633												
year	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	ADT
1998	2210	2572	2857	3408	3973	4311	5047	4999	4376	4122	3300	2735	3659
1997	2227	2425	2515	2735	3405	4033	4960	5411	3895	2879	3109	2692	3359
1996	2225	2401	2674	3209	3736	4287	5027	5090	4153	3538	2693	2403	3453
1995	2349	2498	2691	3133	3794	4295	4959	4908	4177	3560	3005	2720	3507
1994	2237	2219	2549	3122	3709	4103	4901	4819	4012	3458	2675	2445	3354
1993	1759	1989	2285	2779	3372	3790	4415	4601	3930	3419	2697	2366	3117
1992	1840	2067	2529	2779	3412	3611	4419	4421	3450	3027	2370	2145	3006
1991	1612	1829	2018	2527	3047	3399	4340	4458	3473	2979	2313	2094	2841
1990	1672	1654	2103	2495	2990	3344	3990	3975	3232	2630	2246	1744	2673
1989	1551	1640	1865	2237	2801	3247	3782	3118	3118	2551	2174	1942	2502

Location Description	Mile Post	1993 ADT	1997 ADT	% Truck	LOS	Projected 2002 ADT	Projected 2022 ADT
Kootenai E. City Limits	32.380	5300	5300	3.4		6530	8500
Sunnyside Road	35.035	3900	5500	5.4		6070	7870
Colburn Culver Road	35.965	3100	4400	6.7	D*	5000	6500
Trestle Creek Road	42.081	2700	2700	5.6			
Hope W. City Limits	44.600	2400	2600	6.1		2870	3730
Clark Fork W. City Limits	54.682	1900	2000	7.3		2240	2910
Clark Fork E. City Limits	55.967	830	1100	7.0			
Montana State Line	63.118	730	960	7.9	D*	1260	1650

*Level of Service (LOS) - calculated for 1998 PM peak driving conditions; volumes that may exceed daily/hourly driving patterns; see charts in Appendix

Roadway capacity and service performance is measured in the transportation industry by the roadway “level of service” (LOS). LOS is graded in a report card format with “A” reflecting motorists maintaining their speed in an unrestricted manner; “E” representing the lowest level of functional service; and “F” assigned when traffic is regularly congested. During peak summer conditions, SH-200 is reaching capacities that compromise the experience of enjoying a scenic byway, but peak hour traffic includes commuters and is of short duration.

Volume/capacity (v/c) ratios are computed to reflect terrain, volume, lane width, percentage of truck traffic, and no passing zone percentage. A slow driver can significantly compound congestion when more than 50 per cent of SH-200's 33 miles are no passing zones. V/c ratios of 35-52% are rated as “D”. Average daily traffic (MP 35.95) in July and August of 5000 vehicles is approximately twice that of the winter months. This byway serves the community and visitors well, in all but the most congested peak travel times.

Safety and crashes - The Technical Design Committee commenced its work by reviewing the Accident Listing (1996-98) of the Idaho Transportation Department for SH-200. This was done to evaluate statistical information in comparison to local drivers' impressions of the most hazardous portions of the byway. A hazard survey was circulated to the commercial drivers of two trucking firms- one hauling timber products and the other gravel byproducts, to the school bus drivers that follow SH-200, and at committee and public meetings. The perspective that more crashes occur in those areas local drivers feel to be the most hazardous, was not supported by analyzing statistics.

Crashes along SH-200 follow fairly typical traffic patterns - more incidents occur on the portion of the highway that has the highest ADT counts and is the most urban in nature. The first 3.75 miles includes the greatest frequency of side streets and business access, causing the highest number of crashes. Summertime crashes occur with a greater frequency than do wintertime crashes, reflective of more traffic along the entire scenic

Accident Listing (1996-1998) from ITD, Office of Highway Safety

<u>Mile Post</u>	<u>Reference</u>	<u>Number of Incidents</u>	<u>Mile Post</u>	<u>Reference</u>	<u>Number of Incidents</u>
29.7	Jct. US2 & 95-Ponderay		42.9	Turnout/Eagen Mt. Rd	
to			to		
30.2	Fontaine Dr./Elks Golf	14	44.8	Hope Bridge/City Limits	4
to			to		
30.9	ITD Maintenance	11	45.6	Hope/E. Hope City Limits	0
to			to		
31.6	E. City Limits-Ponderay	16	47.1	E. Hope City Limits	0
to			to		
32.4	E. City Limits-Kootenai	14	48.2	Samowen/Peninsula Rd.	3
to			to		
33.45	Shingle Mill Road	12	48.7	Denton Slough	0
to			to		
34.4	Oden Bay Road	8	51.4	Denton Slough Access	2
to			to		
35.0	Sunnyside Road	6	51.7	Old Highway 200-Cty.Rd.	3
to			to		
36.0	Colburn Culver Road	8	54.7	Lightning/Spring Cr. Rd	9
to			to	Clark Fork City Limits	
37.6	Lower Pack River Road	6	55.2	Main Street	6
to			to		
38.7	Pack River Bridge	8	56.0	E. Clark Fork City Limits	2
to			to		
39.0	The Big Turnout	4	56.7	Turnout	1
to			to		
40.3	Turnout-End of Flats	8	57.9	Rock Pit	4
to (41.5-41.8) - 7			to		
42.1	Trestle Creek Road	11	60.2	River Delta Resort	2
to			to		
42.9	Turnout/Eagen Mt. Rd	5	63.1	Montana State Line	7

Summary of Crashes 1996-98

In reviewing the crashes of the years 1996-98 along SH-200, statistics show the highest frequency of crashes occurring during afternoon daylight hours on dry roads. The greatest contributing factor is driving too fast for conditions, resulting in loss of control at the time of the accident. From a composite total of 176 crashes, 42 were attributed to driving too fast and 37 listed inattention as the contributing circumstance. The most frequent types of crashes were 43 vehicles losing control, 35 rear end incidents, and another 28 vehicles that ran off the road. Crashes occur nearly equally in either direction

of travel and have occurred with similar frequency in those three years. 110 crashes occurred on dry roads and 108 of the total 176 crashes occurred during daylight hours.

Drivers Hazard Surveys

Drivers of all vehicles resoundingly emphasize the need to construct accommodations for bicycle and pedestrian traffic along the scenic byway, especially on the stretches of highway from Pack River to Hope and the Clark Fork River Delta to Montana. Truck drivers unanimously requested urgent attention be directed to the seven miles of highway reaching from Clark Fork to the Montana state line, and for those improvements to include bicycle accommodations. Commercial operators point repeatedly to the benefits all drivers would receive with the development of slow vehicle pullouts and improved scenic overlooks to encourage people to stop and enjoy the scenery.

Consistent among the truckers requests was the construction of left turn lanes for county roads to remove hazardous traffic interruptions. The light conditions of dark winter weather prompted the recommendation for re-striping SH-200 in the fall; especially the sections of road with curves and any turn bays that do exist. Even without snow on the highway, darkness and moisture on the surface mask the striping and foglines from visibility.

Development and Population Growth

Commercial development brings a congestive element to highway traffic flow that must be recognized and mitigated. The existing development at Trestle Creek exemplifies the conflicts between traffic moving at 55 MPH and vehicles exiting and accessing a highway. Traffic utilizing three RV parks, a restaurant, private access, National Forest access, and a waterfront recreation area generate safety hazards, which will only increase as traffic volume does. Fortunately, SH-200 has only one such spot along the rural stretches of this byway.

As the rural population of eastern Bonner County has grown by three to five per cent per year, so has the traffic using county roads increased, generating more left hand turns and more traffic flow interruptions. Like the need for the left turn lane installed for Colburn-Culver Road in the mid-90s, left turns onto Shingle Mill Road (MP 33.45) and Lower Pack River Road are beginning to create hazardous situations that will require construction of left turn lanes soon.

Bicycle Travel

The Pend Oreille Scenic Byway is a designated segment of the northern tier, national cross country bicycle route originating on the western Washington coast and ending in Bar Harbor, Maine. This route is particularly popular as a Pacific Northwest tour with Glacier Park as a destination, and people ship their bikes from various parts of the U.S. to Seattle and begin their trip. The perception of local residents and Idaho Transportation Department staff is that the past decade has brought a noticeable increase of bikes to SH-200, but substantiation is difficult because no statistics are kept on bicycle travel. Sales

of the Northern Tier Cross Country Bicycle Map increase annually by five per cent¹, indicating more people are interested in this mode and route of travel.

¹Adventure Cycling, Missoula, Montana

PRESENT CONDITIONS ALONG THE SCENIC BYWAY

4.1 Intrinsic Quality

A committee was formed to deal most specifically with Intrinsic Quality and one of the first questions asked was - "Define this for us, please?" Intrinsic Quality may be described as:

in-trin-sic \ *adj* : belonging to the essential nature or makeup of a thing : REAL

qual-i-ty \ *n* : 1 a : peculiar and essential character : NATURE b : an inherent feature: PROPERTY 2 : a distinguishing attribute : CHARACTERISTIC

The Pend Oreille Scenic Byway presents motorists with numerous sites of outstanding view, largely because of undeveloped land adjoining the highway. Sweeping mountain vistas up the Purcell Trench across agricultural land set the stage for the lush wetlands ecosystem of the Pack River Flats. Rising along the rock cliffs approaching Trestle Creek, one is impressed by the sight of the lake opening up to a ten mile expanse of water contained by rugged rock cliffs and forested hills leading into the Cabinet Mountains.

Water and wetlands compose the greatest attractive element along this highway and Bonner County is fortunate to retain a high standard of water quality. The vast sweep of the Clark Fork River has brought threats downstream with it from Montana, but efforts of such groups as the Tri-State Implementation Council and the Pend Oreille-Clark Fork Coalition have begun to heighten the awareness of Montanans for the necessity of addressing corrective measures to mitigate industrial, community, and agricultural degradation.

The committee began with an identification process of the four qualities for which this byway was nominated; Scenic, Historical, Archeological, and Recreational. The question of corridor boundaries became a primary focus immediately. The realization that a scenic byway really may have two boundaries: one physically on the ground and another horizontally through the air. Both are important to people driving any scenic byway, and both are important to the residents of this area. However, efforts to preserve are prone to mire in the morass of private property issues that exist in northern Idaho communities.

Wildlife and waterfowl are abundant along the byway and may be viewed in their natural habitat as one drives SH-200. Ospreys nest and fish along the shores throughout the summer and bald eagles are winter time guests. Western grebes colonize the Denton Slough area in the spring and early summer. Numerous varieties of ducks use these waters as a flyway, Canada geese are present year round, and swans can be found in the winter in both the river deltas. The blue heron rookery in the Clark Fork delta makes these avid fishermen a common sight in the tall grasses bordering marshes, ponds, and shorelines of the byway.

The difficulty of defining the physical and viewshed boundaries, before ever attempting to map them was recognized early in the planning process. Four types of ‘distance zones’ used by the U.S. Forest Service, were slightly modified and adopted: Immediate Foreground, Foreground, Middleground, and Background. The Pend Oreille Scenic Byway has a foreground boundary established on its southern flank for many miles by railroad tracks and then is naturally flanked by lakeshore and river banks along subsequent miles of highway. Recommendations for a northern boundary utilized Forest Service criteria of immediate foreground and set a standard of 150 feet from the center line of SH-200.

Classification	Distance	Visual Recognition
Immediate Foreground	0 - 300 Feet	Individual Plants & Small
Foreground	0 - 1/4 Mile	Animals
Middleground	1/4 - 1 Mile	Plant Clusters & Large
Background	1 - 4 Miles	Birds and Animals
		Individual Trees & Large
		Animal Shapes
		Vegetative Types & Rock
		Outcrops

Distance zones shrink for people in automobiles, because the speed of the vehicle abbreviates the viewing time. These zones were adapted accordingly.

With 44% of Bonner County’s 1,100,000 acres in national forest, the visual boundaries from many spots on SH-200 is the Panhandle National Forest. The management of national forest land provides many forms of recreational opportunities for residents and visitors alike, and frames our horizons in nearly all directions. Landscape management practices for the Forest Service have evolved from people’s negative reaction to clearcuts and the realization that forest management of public lands must place emphasis on aesthetic impacts. Modern forest practices are incorporating principles of timber harvest and viewshed enjoyment.

Preservation of the expanse of landscape enjoyed along the scenic byway will be a challenge. During this planning process, attempts to introduce the concept of establishing scenic byway boundaries within county planning and zoning were not fruitful. However, Bonner County is drafting a new Comprehensive Plan and scenic byway recognition will be included.

4.2 Recreation

Outdoor recreation is an ingredient in most of the lives of local residents, a factor in many people deciding to move to northern Idaho, and a drawing card for the vast majority of visitors to the area along the byway. Enjoying the outdoors spans the full

spectrum of activities: from a leisurely stroll absorbing the natural scenery to rappelling one's way across the sheer face of Chimney Rock; from a lazy summer swim to challenging the wind and waves of a blustery day on a sailboard; and from the pursuit of watchable wildlife to big game hunting. There are three public boat launches just off the byway providing free access to the lake and marinas in the Hope area with commercial moorage for all types of boats.

Fishing, although not of the quality of years past, is available for many species on Pend Oreille Lake, rivers and streams, and in numerous mountain lakes of pristine beauty. The Panhandle Ranger District, with the assistance of local volunteers, maintains trails for hiking, mountain biking, dirt biking, and horse back riding. A local groomers association maintains a system of trails for snowmobiling and ungroomed cross country skiing is accessible whenever the snow falls. Downhill skiers and snowboarders have ready access to Schweitzer Ski Area, and nordic skiers will find a trail system there, as well. All of these have access points from the Pend Oreille Scenic Byway and play an integral part in the lives of residents and visitors.

4.3 Interpretative Information

Eleven Points of Interest had been selected when this scenic byway was designated in 1991 and what little interpretative information has been placed along the highway is largely through efforts of the state of Idaho. Attention was focused on expanding highway interpretative information by the legislature preceding the Idaho centennial celebration in

1990, but nothing was added to the several signs along SH-200. Only the interpretative sign for the Kullyspell House and David Thompson, at the intersection of Peninsula Road and SH-200, corresponds to a Point of Interest. The other interpretative sign describes the glacial activity within the Clark Fork valley and enormous Lake Missoula's profound effect in shaping the region.

The need for interpretative information to portray the significance for all points of interest along the scenic byway is quite apparent, both for visitors' enjoyment and to increase local residents' appreciation for the area they live in. Two interpretative centers along the Pend Oreille Scenic Byway are in early developmental stages of discussion; one in Kootenai detailing railroad and timber history in the area, and another in the Hope area depicting the historical Indian presence, David Thompson's explorations, and local history. Both the Advisory and Intrinsic Quality Committees focused upon developing a theme for interpretative information for all points of interest. Details for an Interpretative Information Plan are found in Chapter 6 of this corridor management plan.

4.4 Visitors

Travel and tourism create one of Idaho's top industries, generating millions of dollars of income and hundreds of jobs in Bonner County alone. Northern Idaho is second only to the area surrounding Boise in regional visitor economies, and Bonner County is ranked

fourth in the state for travel spending in 1997¹. The Panhandle is the most visited region in Idaho.

With that preamble, there is no exaggeration in stating that visitors are a vital ingredient in the economy along the Pend Oreille Scenic Byway. Visitors fuel the economy of most businesses along the Pend Oreille Scenic Byway. Presently, the majority of the economic stimulation comes within the primary months of July and August, when the allure of the water draws people from across the western United States and Canada.

Because detailed statistics of any kind have never been kept segregating visitors to the Hope and Clark Fork areas from the general statistics of Bonner County, we can only deal with area-wide information. Visitor spending in Bonner County amounted to more than \$92 million in 1997², with retail sales garnering the largest share (statewide statistic) and nearly \$9 million spent locally in lodging. From Trestle Creek to Montana, visitors support seven trailer and R/V facilities, five restaurants, lodging accommodations and a new motel, three gas stations, and the grocery and convenience stores.

The most common reason people travel to Idaho is visiting friends and relatives, and first time visitors are attracted to this state most frequently on the recommendations of friends and relatives. While in Idaho, 43% of visitors engage in some sort of outdoor activity, followed by shopping and sightseeing³. These statistics could vary in Bonner County, but the statewide statistics substantiate that the scenic beauty and recreational attractions along the Pend Oreille Scenic Byway are an elemental part of the economy of the region.

Fishing and hunting also attract many visitors to the Pend Oreille-Clark Fork area, as does the appeal of watchable wildlife. The economic contributions of the pursuit of fish and game are substantial throughout the state of Idaho and would hold proportionately true along this scenic byway.

Activity	Direct Expenditures	Ripple Economy	Jobs Created	Sales Tax Generated	State Income Tax	Federal Income Tax
Fishing	\$119,773,000	\$216,398,000	5,655	\$5,989,000	\$2,536,000	\$6,240,000
Wildlife Watching	\$49,902,000	\$ 89,823,600		\$4,491,180		

Economic impacts of wildlife-associated recreation in Idaho based on the 1991 U.S. Fish and Wildlife Service Survey (the last in-depth survey done for this state)

4.5 Development

The rural lands lying between incorporated cities along the scenic byway remain relatively free of development, but 1999 saw two commercial enterprises under

¹“Tourism’s Impact on Idaho’s Economy”, Department of Commerce, 1999

²“Tourism’s Impact on Idaho’s Economy”, Department of Commerce, 1999

³“Tourism’s Impact on Idaho’s Economy”, Department of Commerce, 1999

construction that indicate the area will continue to attract commercial investments. A new motel in Clark Fork and the complete rehabilitation of two existing marinas in East Hope into one operation, with condominiums added, were both significant to their respective communities. A proposed convenience store at the intersection of Colburn-Culver Road is a harbinger of development likely to happen along the Pend Oreille Scenic Byway. The sewer system installed for the Hope area will open the door for expanded development.

4.6 Communities

Five incorporated communities adjoin the scenic byway, but Ponderay and Kootenai are more dependent upon the Sandpoint area business climate than upon travel and visitors on SH-200. Hope, East Hope, and Clark Fork are truly scenic byway communities, whose economies and social structure are more linked with each other than with Sandpoint. Clark Fork is the service center of the byway with the most extensive commercial core, public library, and high school; while Hope and East Hope are residential by nature with a flock of “snowbirds” in their midst. The population of all three cities have experienced modest population growth throughout the 1990s and Clark Fork is the largest with a population exceeding 500 people.

With the recent installation of a community sewer system, Hope and East Hope are likely to experience an increase in construction and some stress that comes with growth to small cities. The outstanding lake views from the benches of both communities will always attract attention. Clark Fork has spent much of the past decade in the economic doldrums with few new businesses surviving more than a single year. The decline of the timber industry has had a negative impact on the community’s financial well-being.

Community Sentiment

Rarely do all people in rural communities think alike, support the same issues, or have clearly apparent, compatible solutions to questions regarding the future. Business owners have certain desires for growth and opportunity, retirees tend to suspect issues that may add burden to their fixed income, and locals sometimes do not appreciate newcomers and growth in the area. Even the sentiments between neighboring communities can become strained over years and divisive when cooperation might benefit all concerned.

The Community Advisory Committee began developing a community survey in an effort to gather some opinions on how people feel about various issues the corridor management plan might address in a marketing plan. The Byway Advisory Committee collaborated with ideas for distribution and the survey was distributed with more than 450 Hope Community Center newsletters in the area. The survey was also distributed at public meetings, committee meetings, and through personal contact by various committee members.

The Hope-Clark Fork area’s general attitude includes people having a sense of local community and recognizing benefits for regional collaboration. Most area residents

would like to see more local services available, including a wider selection of restaurants. People are generally supportive of measures that would make the Pend Oreille Scenic Byway more hospitable to visitors and more accommodating for scenic enjoyment. People that live along the scenic byway place a high value on the scenery and beauty of the area. Drivers using SH-200 emphasize the need for developing a means to accommodate bicycle travel along this route.

See the Appendix for the Survey and its tabulation.

ATTRACTIONS AND POINTS OF INTEREST OF SH-200

The Pend Oreille Scenic Byway offers a traveler access to many attractions, either scenic in nature along the byway or recreational in nature off the byway. For the visitor that enjoys shopping, Sandpoint provides an unusually wide array of specialty shops and good restaurants for a town of 6000 people. For winter recreation and year-round magnificent scenery, Schweitzer Ski Area provides a majestic mountain top view of much of Lake Pend Oreille and Bonner County. The ski slopes provide an opportunity to gather our renown huckleberries in the summer or take a memorable mountain bike ride over various trails. The snowy slopes are an integral part of the viewshed for the driver westbound along SH-200 for half of the year and offer startling contrasts to the reflections of the lake in the valley.

Leaving the city limits of Kootenai, one can enjoy five miles of pleasant rural driving with the Cabinet Mountain Range framing the valley floor before coming to the Hidden Lakes Golf Resort at the intersection of the Lower Pack River Road. This scenic golf course offers challenge for any player and twelve months of wildlife viewing for everyone. Moose have adopted the course as comfortable habitat and elk from the Pack River drainage are frequently seen gathering along the fairways and greens during the winter.

5.1 Pack River Wildlife Area - Point of Interest # 1

The delta land that has formed around the confluence of the Pack River offers numerous opportunities for enjoying wildlife and waterfowl. Primary access throughout the 'Pack River Flats' is by canoe or kayak on either side of the Pend Oreille Scenic Byway and summer's higher lake level makes easy paddling for any person so inclined. Natural habitat for moose along the shores blend with grasses, tules, and cattails that provide nesting areas for songbirds and waterfowl. Ducks and geese are plentiful from early spring until hunting season and swans like the lower water levels of winter. Bald eagles are frequently seen in the nearby trees throughout winter and early spring and osprey fish the waters during the summer. The warm water shallows offer spiny ray fishing for the human fisherman, as well.

Leaving Pack River, SH-200 rises along rocky cliffs and people are treated to remarkable views of the lake and surrounding shoreline for several miles before entering Trestle Creek.

5.2 Trestle Creek Recreation Area - Point of Interest # 2

Developed by the U.S. Army Corps of Engineers, Trestle Creek provides convenient lake access for swimming and boating. Maintained lawn and picnic tables for daytime use splits the beach area from the paved parking lot and boat launch. For the fisherman, easy boat access to good water and several nearby RV parks make this an alluring spot.

Continuing east, enjoy two miles of magnificent views before reaching the Geologic Site-

Chapter 5: Points of Interest

5.3 Pend Oreille Geologic View Site - Point of Interest # 3

This turnout (MP44) along the scenic byway provides the opportunity to stop and enjoy the true splendor of Lake Pend Oreille. Gaze out over many square miles of water and attempt to imagine this lake basin filled with ice and snow, as it has been in recent geologic time - some 12,000 to 15,000 years ago. This site provides a good view of Warren Island a mile away and Cottage Island appearing to be nestled into the shoreline of the Hope Peninsula.

Following SH-200 and heading east, one immediately reaches -

5.4 Hope Boat & Recreational Area - Point of Interest # 4

Public boat launch with two ramps and ample parking. The adjoining gravel shoreline provides swimming access on an unimproved, natural beach. This facility is operated by Bonner County.

Enjoy the views until reaching the SH-200 Business Loop, then follow that to -

5.5 Hope Community Historical Site - Point of Interest # 5

This is a scenic site from which one gazes across the mouth of Ellisport Bay toward the islands and the southern half of the lake. This is the current site of the Thompson Trading Post Monument and historical, interpretative kiosks are planned for the future.

Returning to SH-200, one skirts the water's edge of Ellisport Bay and travels two miles to -

5.6 Hope Area Interpretative Site - Point of Interest # 6

Located at the intersection of Peninsula Road, this site is presently marked by the 'Kullyspell House' interpretative sign placed by Idaho Transportation Department, which commemorates the first trading post in the Pacific Northwest, built in 1809 by David Thompson. Plans are being developed for a visitors' center that may include a rest area, information center, and interpretative information detailing area history for the Indian tribes that gathered near here.

Drive out the Peninsula Road for two miles and find -

5.7 Sam Owen Campground - Point of Interest # 7 (Fee based operation of USFS)

A gently descending, treed site on the shores of Lake Pend Oreille, Sam Owen Campground contains 80 camp sites, group and family picnic sites, and a pleasant, gravel swim area. Sam Owen was a resident of the area in the 1930s, who donated 30 acres to the federal government in 1940 "for the benefit of local people and summer visitors."

The following year, a collaborative effort by local civic and community organizations added another 35 acres to this site. This facility was developed and is still operated by U.S. Forest Service.

Returning to the scenic byway, one turns east and drives to Denton Slough-

Chapter 5: Points of Interest

5.8 Denton Slough Waterfowl Area - Point of Interest # 8

An elongated shallow water inlet of Lake Pend Oreille that lies between the Scenic Byway and the Hope Peninsula. With the lake's lower winter level, the slough freezes and provides ice fishing opportunities. Home to a large Western Grebe colony of spring and the Tundra Swans of winter, Denton Slough offers habitat for myriad waterfowl, songbirds, eagles, osprey, and heron.

Enjoy the Scenic Byway along the water's edge and turn south into the -

5.9 Clark Fork Delta - Drift Yard Recreation Site - Point of Interest #9

The sprawling Clark Fork River Delta stretches across two miles of varietal wetlands and open water, flowing from the continental divide in Montana into Lake Pend Oreille. The multiple channels of the river create islands of varietal habitat with emergent vegetation mixing bulrush, cattails, sedges, reed canary grass, red-osier dogwood, red alder, and willows. This delta also supports stands of mixed species of conifers that are approaching old-growth condition.

After returning to SH-200, drive into Clark Fork and turn north on Mosquito Creek Road-

5.10 University of Idaho Field Campus - Point of Interest #10

Originally designated as the Antelope Ranger Station by the U.S. Forest Service, for its proximity to Antelope Mountain, the first building was constructed in 1910. In 1937, the first of the present buildings was constructed by Civilian Conservation Corps and the first permanent residence was added in 1941. Operated by the USFS until 1980 as a Ranger Station, the 33 acre site was leased to the University of Idaho as a field campus in 1985.

Back on the scenic byway, head east two blocks and turn south on Stephen Street to -

5.11 Johnson Creek Recreation Area - Point of Interest # 11

A great spot to access and explore the Clark Fork River Delta. This site offers a chance to picnic, camp, and launch your boat, courtesy of Idaho Department of Fish and Game. This area is home to numerous songbirds, fishing grounds for osprey in summer and bald eagles in the winter months, and a year-round variety of waterfowl. From their nearby rookery, one is likely to see blue heron patiently and motionlessly waiting for fish to pass by.

Return on Johnson Creek Road and head east on the River Lake Road to -

5.12 Cabinet Gorge Fish Hatchery - Point of Interest # 12

Built in 1985 as a cooperative venture between Bonneville Power Administration and Washington Water Power (Avista Corp.), this seasonal hatchery specializes in rearing kokanee salmon. Visitors are welcome when the hatchery is in operation.

Five miles east of Clark Fork on SH-200, you will find a river recreational access point-

Chapter 5: Points of Interest

5.13 Clark Fork River Recreational Access (MP 60.7) - Point of Interest # 13

This site was made possible by AVISTA Corp., as an extension of their commitment to recreational development through the relicensing process of their two hydroelectric dams on the Clark Fork River. Purchased in the winter of 2000, it is in the early stages of planned development, but will be available to the general public for non-trailer watercraft access to the river soon.

Continuing eastward on Pend Oreille Scenic Byway, near the state line, one finds -

5.14 Cabinet Gorge Dam - Point of Interest # 14

Approved by Congress in 1950, as one of the very few privately funded hydroelectric dam projects, construction began in 1951 on a challenging diversionary bore to allow water to bypass. The initial generator was brought on line at the end of September, 1952, from this 208 foot high, 600 foot wide concrete dam.

This site has a very significant place in geologic history, for within this gorge formed the ice dam creating Glacial Lake Missoula, some 12-15,000 years ago. The collapse of this ice dam released a torrent of water estimated to be ten times greater than the combined flows of all the rivers in the world. This glacial ice had moved down the Purcell Trench and up the Clark Fork River channel, forming a massive ice dam creating Glacial Lake Missoula whose surface elevation exceeded 4,000 feet and whose flood waters shaped eastern Washington and northwestern Oregon.¹

5.15 National Forest Access and Recreation

Panhandle National Forest lands are accessible from numerous points along the Pend Oreille Scenic Byway, beginning with the forests reached indirectly from the Colburn Culver Road. Mushroom hunting in the spring, stream fishing in the summer, berry picking in August and September, and cross country skiing in the winter months are common recreational pursuits throughout the year. The Sandpoint Ranger District offers maps and guidebooks for any person interested in exploring local National Forest land.

Public forest lands are readily accessible from the Trout Creek Road near Pack River and

¹“Unusual currents in Glacial Lake Missoula, Montana”, J.T. Pardee, 1942

the Trestle Creek Road 12 miles east of Sandpoint. The Trout Creek Road also provides access to the expert Beetop-Roundtop Mountain Bike Trail (#120), that offers a rider magnificent views of the lake and surrounding country side. Snowmobile trails are designated and maintained in the Trestle Creek drainage for winter time enjoyment. Camping is permitted in most areas of National Forest, provided the camper is equipped with necessary fire tools.

Lightning Creek Road near Clark Fork provides access to many miles of National Forest and mountain lakes, including the Porcupine Lake Campground. Mosquito Creek Road in Clark Fork takes one to the trail head for a climb up to Scotchman Peak, the local sentinel of two states and vast lands.

National Forest Access and Recreation - continued

Heading south of Clark Fork on the Johnson Creek Road offers panoramas and recreational opportunities for hikers, horsemen, motorcycles, bikers, and those who just want to drive. This drive traverses the mountains and forests sloping to the southeastern shores of Lake Pend Oreille and provides access to several remote spots on the water. Wildlife that may be enjoyed on this excursion might include deer, elk, or black bears. Winter trails are maintained for snowmobile travel south of Clark Fork, as well, and can be reached by taking the River Road at its junction with Johnson Creek Road.

5.16 Lake Pend Oreille's Historic Geologic Catastrophe - Maybe the World's Largest

Glacial Lake Missoula and the Glacial Ice Dam - The scene from the hillsides between Trestle Creek and Hope would have been dramatically different 12,000 to 15,000 years ago. All but the tallest peaks were buried beneath glacial ice and the basin that is now home to Lake Pend Oreille was filled with a glacier that might well have been more than several thousand feet thick. This glacial mass had crept slowly down the Purcell Trench of what now is northern Idaho, contained between the Selkirk and Cabinet Mountain Ranges.

The ice continued on its southern crawl, spreading across Bonner County, and down our present day lake until enough resistance was created to push a steady mass up the Clark Fork River basin. As the drainage of the Clark Fork valley was filled with glacial ice, a dam was formed that began holding the water that became Glacial Lake Missoula. The dam's face must have been near the Idaho - Montana state line and been several thousand feet deep at its most extreme. Geologic evidence has been found in Montana that places the lake's surface at nearly 4000 feet in elevation - some 2000 feet higher than the surface of Pend Oreille Lake today.

Slowly the climate began to warm and the ice that filled the lake's basin began to recede in depth and mass. As the glacial ice slowly receded, water began to find cracks and crevasses to squeeze through, weakening the ice's grasp on the rocky basin it had filled. At one critical point in time, the weight and force of 500 cubic miles² of water demolished many square miles of glacial ice and rampaged with ten times the volume and power of all the rivers in the world combined.

This geologic catastrophe - thought to be the greatest in the world, pushed behemoth chunks of ice, boulders, rubble, and sediment with an unimaginable, abrasive force across eastern Washington, scouring land into the condition known today as the "Scablands".

²“The Floods That Carved the West”, Smithsonian Magazine, Michael Parfit, April, 1995

This demonic torrent of water rushed into the Columbia River basin and swept southwestward into the Willamette Valley of Oregon. This catastrophic event happened not once, but as many as a dozen times.

PLANS FOR OUR INTERPRETIVE INFORMATION

The area along the scenic byway has a long-standing history that predates David Thompson's exploration and establishment of the Kullyspell House trading post in 1809. The Kalispel tribe were the historic local residents and had a significant enough presence in the area for Thompson to establish his first trading post on the Hope peninsula and another a few miles up the Clark Fork River. Centuries before Thompson, the ice age floods from Glacial Lake Missoula created geologic history in shaping topography across the western United States.

6.1 Interpretive Centers to be Developed

Hope Area Interpretive Site

The development of an interpretive center is considered to be the cornerstone of making the byway a valued asset to both the local community that lives along the highway and the visitors that come to enjoy the splendor of varietal natural beauty. The Pend Oreille Scenic Byway lacks a true rest area for travelers and the Hope area is centrally located to provide convenience and information. For visitors who desire information and maps to reach many square miles of National Forest, the Hope area is an ideal spot from which to direct them.

The most frequent request for information at Bonner County Historical Society's Museum pertains to David Thompson and is followed by inquiries of trains and their history in the area. Working with the Kalispel Tribe of Indians, interpretive information could be developed to help educate both locals and visitors on the lifestyle existing along the shores of Lake Pend Oreille for centuries before Thompson's explorations. Although the railroads did not reach the area until 1881, the Northern Pacific chose the present site of Hope to establish a sectional work camp and built a hotel in 1886.

Kootenai Timber and Rail Interpretive Center Based upon historic ties, local efforts are underway to create and open a "Timber and Railroad Interpretive Center" on property adjoining the Pend Oreille Scenic Byway in Kootenai. This site would also serve ideally as the "gateway" to the scenic byway with a landscaped turnout with maps and kiosk information for east bound drivers.

6.2 Presentation of Interpretive Information

The theme of interpretive information chosen, "Passages through Time", reflects the historic and seasonal elements of water, mountains, recreational opportunities, and historical significance. The appearance may replicate older postcards while presenting nature and history encountered while driving SH-200. Each site will be unique in the information presented, but a common element will be low profile exhibits that do not intrude into the scenery the viewer is there to enjoy.

One advantage in having very little existing interpretive information along the scenic byway, is the opportunity to develop a cohesive theme to the information we want to present. Our research into knowledgeable sources of assistance for this subject turned up people who had ties to the area and the state, who are respected in the field of interpretive information both nationally and internationally. The U.S. Forest Service deals regularly with developing interpretive information and Keith Thurlkill of the Missoula Regional Office is recognized for his interest and knowledge in this subject matter. Sam Ham of the University of Idaho is recognized internationally as a skilled resource in environmental interpretation and has authored a handbook that is widely respected. Both of these individuals have agreed to assist the local volunteers in developing an interpretive theme along the Pend Oreille Scenic Byway that is attractive, informative, and consistent.

6.3 Interpretive Sites

The Pend Oreille Passages Scenic Byway has a great story to tell of geologic cataclysm, Kalispel tribal history, David Thompson's explorations, railroad lore, and the wildlife that abounds along the way. The people involved with this plan felt early emphasis should be placed upon developing wayside exhibits at the first and last Points of Interest, then choose others between to provide attractive information for byway travelers. Through the process of selecting a theme for our interpretive information, "Passages through Time", the involved committees chose to expand the name of the scenic byway to "Pend Oreille Passages." This does indeed reflect the story of this route, whether it be the passage of time from the glaciers to the present, the physical passages of people along the corridor, or the seasonal passages of wildlife and their migrations.

1) Pack River Wildlife Area - Primary Site for Implementing Interpretive Plan

More than 2000 acres of open water and varietal wetlands comprise the wildlife area of the Pack River Delta, where water from both the Selkirk and Cabinet Mountains flows into Lake Pend Oreille. A diverse vegetative mix does support diverse wildlife - in all four seasons.

This site has been chosen for two wayside exhibits depicting the size diversity of wildlife and another showing the birds of prey feeding upon the waters of the Pack River area.

Two additional projects planned for the Pack River area are the construction of a canoe and kayak staging area near the bridge and physical improvements to the primitive sportsmen's access near the eastern edge of the delta, to improve safety for users. These projects are designed to provide access to the Pack River delta and assist with highway safety while accommodating increased watercraft usage.

2) Trestle Creek Recreation Area - Secondary Site for Implementing Interpretive Plan

A well organized day use area with boat launch, restrooms, picnic area, and swimming beach. Operated by the Army Corps of Engineers, this site is complete as a recreational site, and is one of the area's finest places to enjoy viewing bald eagles in the fall and

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winter.

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Trestle Creek - continued

Interpretive information will add to the complete seasonal enjoyment of this site. Construction of the first trestle for the Northern Pacific Railroad began in 1881, and when completed, was the longest structure in the transcontinental system. Exhibits interpreting the fish of the lake and their spawning habits, especially the listed bull trout, will be quite appropriate here.

3) **Pend Oreille Geological View Site - Primary Site for Implementing Interpretive Plan**

A magnificent panorama with nine miles of open water to the Green Monarchs, across Lake Pend Oreille and offers a perspective to the volume of glacial ice that formed the mass damming Glacial Lake Missoula. This site was chosen for two wayside exhibits; one to depict the massiveness of glacial ice filling the lake cavity against visible scenery and another showing a map of the extent of the lake's shoreline in Montana, including the affected lands of Washington, when the ice dam collapsed.

4) **Hope Boat & Recreation Area - Secondary Site for Implementing Interpretive Plan**

A public boat launch serviced by two ramps and ample parking. The adjoining gravel shoreline provides swimming access on an unimproved, natural beach. This facility is operated by Bonner County. A site to place exhibits relating to Lake Pend Oreille's fishery.

5) **Hope Community Historical Site - Primary Site for Implementing Interpretive Plan**

(SH-200 Business Loop) This site is presently home to the David Thompson Memorial statue, placed by the community on SH-200 before it was rerouted to its present location near the water. Hope was the cornerstone of settling eastern Bonner County because of the prominent role it assumed in Northern Pacific railroad construction and became the community hub of the late 1800s. One wayside exhibit is planned to detail the interaction of cultures with the native Kalispel people, Chinese railroad crews, and American settlers. Another will show the community personalities that grew from railroad and timber interests.

6) **Hope Area Interpretive Site - Secondary Site for Implementing Interpretive Plan**

This is the most ambitious undertaking planned for interpretive improvements along the Pend Oreille Scenic Byway. The complete site plan will include designs for a visitor center with rest area, David Thompson interpretive center with a replica of the Kullyspell House, and displays of both Indian and development history of the area. An undetermined site near the intersection of SH-200 and the Peninsula Road, this location signifies a crossroad of cultures and time. Property availability will determine specifically the interpretive site's location.

7) **Sam Owen Campground - Lower Priority Site for Implementing Interpretive Plan**

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A gently descending treed site on the shores of Lake Pend Oreille, Sam Owen Campground contains 80 camp sites, group and family picnic sites, and a pleasant, gravel swim area. Sam Owen was a resident of the area who donated 30 acres to the federal government in 1940. The following year, a collaborative effort by local civic and community organizations added another 35 acres to this site. This facility was developed and is still operated by U.S. Forest Service, as a fee based operation.

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8) Denton Slough Waterfowl Area - Primary Site for Implementing Interpretive Plan

An elongated shallow water inlet of Lake Pend Oreille lying between the scenic byway and the Hope Peninsula. With the lake's drawdown, the inlet drains and is susceptible to freezing. From early spring until freezing may occur, the slough shelters fish, animals, and waterfowl from the grebe colonies of spring to the Tundra Swans of winter.

Three wayside exhibits are planned for this site. One will detail the Western Grebe and the Tundra Swan. Another exhibit will portray the multiple species of ducks that visit this inlet. The third exhibit will be an introduction to the Kalispel tribal history and the significance of the area nearby to the tribe. The Denton Slough area would provide a good location for a viewing blind, but is not considered essential to initiating our interpretive implementation.

9) Clark Fork Drift Yard Recreation Area - Secondary Site for Interpretive Plan

The sprawling Clark Fork River Delta stretches across two miles of varietal wetlands and open water. The multiple channels of the river create islands of varietal habitat with emergent vegetation mixing bulrush, cattails, sedges, reed canary grass, red-osier dogwood, red alder, and willows. This area is closed for waterfowl nesting protection from March 15th until June 1st each year.

The Drift Yards has great potential as an interpretive site and recreational access point. The Army Corps of Engineers is beginning to program funds for the coming years to improve the access road and plan for future increased use. This site lends itself to interpretive exhibits for wildlife, waterfowl, songbirds, fish, and is the heartland of the Kalispel's historic use of this region.

10) University of Idaho Field Campus - Secondary Site for Implementing Interpretive Plan

Originally designated as the Antelope Ranger Station by the U.S. Forest Service, for its proximity to Antelope Mountain, the first building was constructed in 1910. In 1937, the first of the present buildings was constructed by CCC crews and the first permanent residence was added in 1941. Operated by the Forest Service until 1980 as a Ranger Station, the 33 acre site was leased to the University of Idaho as a field campus in 1985.

Interpretive information may present the early U.S. Forest Service and its rural connections.

11) Johnson Creek Recreation Area - Secondary Site for Implementing Interpretive Plan

A great spot to access and explore the Clark Fork River Delta. This site offers a chance to picnic, camp, and launch your boat, courtesy of Idaho Department of Fish and Game. This area is home to numerous songbirds, fishing grounds for osprey in summer and bald eagles in the winter months, and a year-round variety of waterfowl. From their nearby rookery, one is likely to see blue heron patiently and motionlessly waiting for fish to pass by.

Interpretive exhibits will be developed that depict the multiple varieties of wildlife inhabiting the delta and display a map of the river channels, for people wishing to explore them.

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12) Cabinet Gorge Fish Hatchery - Secondary Site for Implementing Interpretive Plan

Built in 1985 as a cooperative venture between Bonneville Power Administration and Washington Water Power (AVISTA), this seasonal hatchery specializes in rearing kokanee salmon. Operations may be expanded to assist in the recovery of bull trout. Visitors are welcome when the hatchery is in operation.

13) Clark Fork River Recreational Access (MP 60.8) - Primary Interpretive Site*

This site was acquired by Avista Corp. in the spring of 2000, and will provide a recreational access to the Clark Fork River for those who would like to float down to either Johnson Creek or the Drift Yards. Developing the site ranks high in the list of future improvements.

This site may become the portal for both this scenic byway and Highway 200 eastbound into Montana, under the sponsorship of Avista, and would become a primary site.

*Interpretive exhibits may be part of those proposed for the Cabinet Gorge site.

14) Cabinet Gorge - Primary Site for Implementing Interpretive Plan

This site is a deep gorge in the Cabinet Mountains, forcing constraint upon the Clark Fork River. The attributes that caused glacial ice to form a dam for Lake Missoula made the site attractive for hydroelectric production and resulted in a rare privately funded hydroelectric dam, 208 feet high and 600 feet wide. The gorge was a mandatory portage site for all travel on the Clark Fork, and in the 1800s, a series of steam powered vessels worked the river.

Three wayside exhibits are planned to detail glacial activity and a perspective against present topography, another depicting river vessels and the portage around the gorge, and the last one detailing the construction of the dam.

See Interpretive Appendix for Detailed Analysis of Sites

6.4 National Forest Lands - Interpretive Maps & Access Information

The opportunity to provide pertinent interpretive and access information for visitors will increase as the implementation phases of this corridor management plan progress. As

visitors find more information available along the scenic byway, they will begin to look locally for even more. The national forests are an undervalued recreational resource along the byway, and as such, warrant attention in our future interpretive efforts.

Locations of Information: Sandpoint Ranger Station
Pack River: Pack River Wildlife Area & Trout Creek Road
Trestle Creek: Trestle Creek Road
Hope: Hope Area Visitors Center
Clark Fork: Lightning Creek & Mosquito Creek Road Junctions
East Spring Creek Road
Johnson Creek & River Road Junction
Downtown - Centralized Area Guide Map

Presentation Format:

Wayside Exhibits: Detailed Area Maps with Local Attractions
Wildlife Information & Guides

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6.5 Modes of Interpretation

Notes from Workshop with Keith Thurlkill, USFS, Dec 15th, 1999

Interpretive Sites

Create Public Perception

Individual Sites are pieces of an Interconnected Whole Story

Whole Story transcends County & State Boundaries

Common Themes & Common Design Features Help

Challenge is Creating the Connection & Maintaining Individuality of People & Place

Setting Priorities for Sites & Resources

Various Approaches

Establish Responsible Entity

Notes from Workshop with Sam Ham, University of Idaho, July 6th, 2000

Presentation of Materials

Linking Interpretive Sites

Avoid "Standardizing" all signs

Becomes boring, monotonous, and restrictive

Utilize logo or types of sign base for common thread

Not important to viewers, more a design signature

Beneficial to utilize same sign material at any given site

Sign materials - always factor in vandalism in isolated, roadside locations

Sign Content

Utilize Pictures more than words to convey message

Create sense of place for people passing through

Theme - master theme for each site, sub-theme for each exhibit

Should be compelling & thought provoking

Title is paramount

Profile of viewers

Pend Oreille Scenic Byway Corridor Management Plan

“Streakers” - Look for 3-5 seconds> Vast Majority of viewers
“Browsers” - View for 30 seconds
“Students” - Study for 1-3 minutes
Spend time & energy to craft/enrich your theme
Think dramatically - what would amaze people about the information or site?

6.6 Scheduling Interpretive Implementation

As interpretive ideas and implementation plans were being developed by local residents, awareness of complicating federal highway standards arose after completion of most of the committees’ work. Utilizing federal highway funds through the National Scenic Byway Program may impose standards for egress and ingress lanes requiring a highway width not typically found along SH-200. To commence our Interpretive Implementation Plan, selecting alternate sites to place our wayside exhibits that are already configured with appropriate lanes or are accessed off county roads, may be necessary. Finding an affordable means for local participation to meet appropriate federal highway standards may take some time.

HIGHWAY DESIGNS FOR A SAFER SCENIC BYWAY

7.1 Identifying Primary Hazards

Throughout the early scoping process of identifying the hazards drivers encounter along the Pend Oreille Scenic Byway, accommodating bicycle traffic was most frequently raised as a safety issue for drivers of all categories. Commercial truck traffic has the greatest conflict with bicycle traffic, because of the size of vehicle and difficulties in braking quickly and regaining an efficient traveling speed. However, everyday commuters, who are extremely familiar with the byway, frequently encounter nerve-racking situations when attempting to allow space for the biker while passing and meeting oncoming traffic.

While current level of service (see Chapter 3) ratings indicate a functional highway at the present time, annual traffic increases of three to five per cent will diminish the enjoyment for those using SH-200 in the years to come. Commuters and commercial operators tend to approach driving with a different perspective than vacationers. Recreational vehicles present an obstacle to the flow of traffic when unfamiliar with the highway and attempting to enjoy the scenery as they drive. Finding solutions to accommodate different driving speeds will be a challenge for the Idaho Transportation Department and those involved in the Byway Advisory Committee in the future.

Improving traffic flow along SH-200 would be greatly aided by assortment of acceleration and deceleration lanes, passing lanes, slow vehicle turnouts, and signage. General conditions of topography and intersecting roads create an aggregate of more than 50% no passing zones along the byway. Present volumes of traffic prevent passing on many open stretches of road, especially in the summer months when traffic is 30% greater than the yearly average daily traffic.

Specific areas that need to be addressed with significant construction projects are relatively limited and several are already listed in the *Statewide Transportation Improvement Program (STIP)* for funding in the next several years. The Trestle Creek and Mosquito Creek Bridges are both in need of replacement and are scheduled to be reconstructed by FY 2002.

The section of the highway whose physical condition warrants some extensive reconstruction are the last 7.5 miles from Clark Fork to the Montana state line. The locally designated “Icicle Cliffs” pose a hazardous situation year-round with the rock cliffs extending above the highway surface. Winter’s ice formations add an ingredient that can only produce increased hazards for traffic. The intrinsic instability of sections of road base tends to cause heaving and sinking of the road surface, creating an unpleasant and intimidating driving experience. The narrowness of travel lanes and lack of shoulder

add to the overall hazards of this road and cause an impediment to traffic flow.

7.2 Suggested Design Improvements for Vehicle Safety

MP 32.5 Whiskey Jack Road> Traffic eastbound has no opportunity to disperse after three miles of urban congestion through Ponderay and Kootenai. Immediately east of Whiskey Jack Road, the level terrain between SH-200 and the railroad tracks is suitable for construction of a passing lane, allowing traffic some relief from slower moving vehicles.

MP 34.4 West Oden Road> This county road access poses substantial conflicting speeds for traffic entering SH-200 and westbound traffic on SH-200 because of the limited visibility caused by the sweeping curve to the east. Drivers entering the highway, after driving a local, rural road with light traffic, fail to accelerate to highway speeds expediently and highway traffic rounding the corner is not expecting to approach another vehicle moving at 25 MPH.

Bonner County has an opportunity to greatly improve this intersection, by utilizing the old highway and realigning the road several hundred yards to the west.

MP 36.0 Colburn Culver Road> The primary direction of traffic (500 ADT) entering SH-200 from this road is westbound toward Sandpoint, causing frequent interruptions to the flow of vehicles. This could be greatly improved with the addition of an acceleration lane.

MP 37.6 Lower Pack River Road> The popularity of the golf course and increased residential development on this road has created a hazard for both drivers making a left hand turn and a regular interruption to the flow of traffic at this point. Proposed development plans will install a left turn lane for this road - a needed improvement.

MP 39.0 Turnout/Pack River Wildlife Area Point of Interest> Small diameter deciduous trees and brush in the southern right of way is restricting visibility on both east and west ends of turnout. Clearing right of way will improve visibility and safety for drivers entering SH-200. This is planned as part of the development for the Point of Interest.

MP 40.8 >MP 44.5 Bicycle Route - Pack River to Hope> A rising, curving gradient posing a frequent conflict between safe traffic flow and bicycles. Designing and constructing an off highway bicycle path is the needed solution and will be both arduous and expensive. Alternating rock benches and chasms must be dealt with in any method of construction.

MP 41.8 Corner & Turnout - West of Trestle Creek Road> Historically, this site has a high number of vehicular collisions, but is not a site that offers practical remedies. A sloping, banked S-curve cut into the edge of several rock ridges, deceives drivers into not slowing adequately as they descend the hill. Straightening would require tremendous

amounts of fill material and is impractical to improve from a reasonable cost perspective.

MP 42.0 >MP 42.5 - Trestle Creek Community> This stretch of road has access control problems resulting from the number of service entrances accessing SH-200 from both the north and south sides. The problems are compounded by the bridge spanning Trestle Creek and the traffic generation of numerous access points in less than one half mile:

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MP 42.0 >MP 42.5 - Trestle Creek Community - continued

MP 42.08 (N)- Trestle Creek Road> Residential and Recreational traffic - Public Lands

MP 42.11 (S)- Private Road> Residential Traffic - RV Park

MP 42.15 (N)- Private Road> Residential and Church Traffic

MP 42.20 (S)- Parking Lot> Commercial Traffic - Café/Bar

MP 42.20 (N)- Private Road> Residential Traffic - RV Park

MP 42.29 - Trestle Creek Bridge

MP 42.33 (N)- Private Entrance> Residential

MP 42.41 (S)- Public Access> Residential/Recreational. - RV Parks & Recreation Area

Adding to the hazards of congestion is the coincidence of the longest straight stretch (.65 mile) for several miles in either direction and downhill grades on both ends. Particularly for drivers not intimately familiar with SH-200, the inclination is to pass any slower vehicle in front of you, frequently unaware of the hazards that may occur ahead.

Highway widening would have beneficial effects, but that possibility is hampered by the restricted right of way width - only 65 feet wide east of the bridge. The bridge is scheduled for replacement in FY 2002, but cannot be widened significantly enough to accommodate a turning lane. A deceleration lane for the Idaho Country Road (MP 42.41) would improve the hazards created by right turning traffic eastbound at that point.

The practical remedy offered by the Technical Design Committee would be to install a 'Left Turns Ahead' caution sign at the bottom of each grade facing oncoming traffic. Our recommendation is to designate this section of highway a no passing zone, as well.

MP 42.8 Eagen Mountain Road (Private)> An under-designed access onto the scenic byway, services a subdivision of residential homes, that continues to fill in and increase daily traffic volume. This road intersects on the inside of a sweeping curve and offers restricted visibility for access in either direction, but a more hazardous condition exists for eastbound traffic on SH-200 attempting a left turn onto Eagen Mountain Road.

Several options exist that might improve the sight impairment and access safety. These remedies are not within ITD's venue to enforce or approve, but might improve safety. First, and least expensively for the homeowners, would be a thorough brush clearing project from the intersection westward along the highway right of way. Last, and without expense, the homeowners association might start a vigorous campaign

encouraging residents to stop making direct left hand turns from SH-200 onto Eagen Mountain Road - a hazard to themselves and any unsuspecting driver following them. With minimal effort, eastbound drivers can pull off into the turnout immediately east of this road and with good sight distance, turn around and access Eagen Mountain. The homeowners association might do well to pursue the purchase of property for another access point to relocate the intersection to a less hazardous location. It is recognized there is no convenient or easy spot immediately available nearby, but this intersection will likely produce a serious collision in the future.

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MP 42.8 Eagen Mountain Road - continued

Idaho Transportation Department has only one alternative to significantly improve the potential hazards of this intersection and that would be to demand the removal of this private access, a most unlikely action and without precedent in this area. Options for improvement rest entirely with the homeowners association, because it is a private road.

MP 45.1 Hope Boat & Recreation Area> Access to this site will become more hazardous for eastbound traffic as traffic volumes on SH-200 continue to increase. Eastbound traffic approaching this access is on a descending grade, traveling at 55 MPH, with a potentially distracting scenic view everywhere in front of the driver. A vehicle making a left hand turn while waiting for an approaching vehicle, poses a significant obstacle that many visitors are simply not expecting to be there.

MP 51.4 Clark Fork Delta - Drift Yard> As this site begins to be developed, a closer look is warranted at the access road entrance onto SH-200. Presently, a larger recreational vehicle may find it too restrictive in size and block highway traffic attempting to negotiate the turn.

MP 52.4 Vehicle Turnout (Proposed)> The delta lands are scenic and people do slow down to view waterfowl, blue heron, and wildlife in this area. This section of the Scenic Byway does have some room between the highway shoulder and nearby watercourse on the south side of the highway. Wetland impacts could be minimized with a careful choice of placement and length for the turnout.

MP 53.2 S-Curves - West of Clark Fork> This rock outcropping extends significantly far enough south to force the highway out around it, creating the most prominent curve between Hope and Clark Fork. Although not a critical situation for traffic moving in either direction, a case can be made for a realignment project in the future to improve this curve.

MP 54.7 Lightning Creek Bridge> This 380 foot structure is too narrow to permit two trucks to pass at one time and is scheduled for replacement in FY2004. An irritating delay for commercial truck operators and a nerve wracking experience for larger recreational vehicle drivers, this project should not continue to slip in the *STIP*.

MP 55.6 Mosquito Creek Bridge> This concrete bridge is scheduled for replacement in 2002.

MP 56.5 Icicle Cliffs> A rather disturbing geologic structure of overhanging, fragmented rock bluffs, an arm's length from the highway, that poses several hazards to motorists. Falling rock is the first hazard that is apparent. When one observes the ice formations that overhang traffic in certain winter conditions, falling ice could be a real danger to a passing vehicle. Jersey rail barriers separate vehicles from a precipice that falls directly into the Clark Fork River. Commercial trucks, buses, and larger recreational vehicles are faced with a harrowing driving experience when meeting oncoming traffic, especially large vehicles.

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MP 56.5 Icicle Cliffs - continued

Removing a sizable quantity of rock, immediately adjacent to a highway, presents challenging obstacles under favorable conditions, and this site has few conditions considered favorable. First and foremost is how to plan for maintaining a traffic flow in any acceptable manner. This has never really been decided. Demolition is certain to cover the highway with rubble forcing closures and traffic delays, but deciding between rerouted traffic or substantial delays can involve the community and a decision made before a contract is let.

One unanswered question, that faces all hillside rock removal projects is: will the geologic structure of the rock allow vertical blasting and develop a stable rock face, at predictable increments? The apparent fractures and fissures that checkerboard these cliffs, warrant making that determination, prior to scheduling the necessary rock work. The possibility exists that rock removal would not reach a stable face on the slope above without an exorbitant quantity of material being removed at a prohibitive cost. This unlikely possibility would force ITD into pursuing another method for improving the existing hazardous conditions of the Icicle Cliffs.

Discussions regarding rectifying the hazards of the "Icicle Cliffs" have seen a \$500,000 project on the *STIP* for a number of years, but this particular project seems to always stay several years or more away. Using the by-product of tons of shot rock for other scenic byway improvements may create an opportunity to propose this project for grant funding through the Scenic Byway Program.

MP 58.4 Vehicle Turnout (Proposed)> This area of the highway right of way is capable of accommodating a vehicle turnout with rugged canyon walls providing attractive scenery for visitors. This is an area where there is no relief for a slow moving vehicle and not many safe and adequate places to pass.

MP 60.8 Realignment - River Delta ER Project> This is an extended stretch of road near the Clark Fork River, that is programmed for realignment and reconstruction using Emergency Relief funds (whenever available). Unstable soil conditions and water

absorption seem to cause ground swelling and a perennial rise and fall of the highway surface.

7.3 Ranking of Design Improvements for Suggested Priority

The committees generating this plan ranked the suggested improvement projects as follows. The projects are listed in the order of their combined scores. True ranking and scheduling of improvements are the jurisdiction of ITD - District One and the Transportation Board.

MP 60.8 Realignment - River Delta ER Project> Priority Ranking: 1
Realign/reconstruct north of the slumping highway surface.

MP 56.5 Icicle Cliffs> Priority Ranking: 2
Demolish cliffs or realign highway
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Priority Ranking - continued
MP 40.8 >MP 44.5 Bicycle Route - Pack River to Hope> Priority Ranking: 3
Design and construct an off highway bicycle path

MP 42.29 Trestle Creek Bridge Priority Ranking: 4
The bridge is scheduled for replacement in FY 2002

MP 42.0 >MP 42.5 - Trestle Creek Community Priority Ranking: 5
Congestion requires traffic safety measures

MP 37.6 Lower Pack River Road> Priority Ranking: 6
Construct eastbound left turn lane for this road

MP 36.0 Colburn Culver Road> Priority Ranking: 7
Construct a westbound acceleration lane.

MP 54.7 Lightning Creek Bridge> Priority Ranking: 8
Scheduled for replacement in FY2004, maintain position in *STIP*.

MP 34.4 West Oden Road> Priority Ranking: 9
Realign the intersection several hundred yards to the west.

MP 45.1 Hope Boat & Recreation Area> Priority Ranking: 10
Construct eastbound left hand turn lane

MP 32.5 Whiskey Jack Road> Priority Ranking: 11
Construct an eastbound passing lane.

MP 53.2 S-Curves - West of Clark Fork> Priority Ranking: 12

Realign & demolish rock outcropping

MP 41.8 Corner & Turnout - West of Trestle Creek Road> Priority Ranking: 13
Straighten sloping and banked S-curve

Visitor Enhancements

MP 39.0 Pack River Wildlife Area Point of Interest> Priority Ranking: 1
Clear brush in right of way for sight distance improvement

MP 51.4 Clark Fork Delta - Drift Yard> Priority Ranking: 2
Develop access road entrance onto SH-200

MP 52.4 Clark Fork Delta Vehicle Turnout (Proposed)> Priority Ranking: 3
Construct scenic view & slow vehicle turnout.
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7.4 Accommodating Bicycles

The Pend Oreille Scenic Byway is a designated segment of the northern tier, national cross country bicycle route originating on the Washington coast and ending in Bar Harbor, Maine. The perception of local residents and Idaho Transportation Department staff is that the past decade has brought a noticeable increase of bikes to SH-200, but substantiation is difficult because no statistics are kept on bicycle travel. Based upon expectations that bicycle traffic will continue to increase, it is paramount to devise some means to accommodate bicycles if we are truly designing a safer route of travel for the future.

Several areas along SH-200 present significant challenges to maintaining traffic flow and improving safety because of the narrowness of the highway, curves with limited visibility, and the hills traversing the lake and river. The problems really begin to occur as the highway climbs and curves through the rocks toward Trestle Creek. Sight distance diminishes and although the 1999 resurfacing project improved the condition of the road surface and shoulders, shoulder widths are generally no more than 24 inches, occasionally less. As the inclines slow the speed of bicyclists, vehicles' rate of approach to the same bicycles increases dramatically and can cause moments of high anxiety for a motorist who must quickly decide whether to cross the center line and continue past, even when sight distance may be impaired by an approaching curve. The topographical conditions that posed challenges for existing highway construction and resulted in curves and hills along the shores of Lake Pend Oreille, also pose some real challenges to the construction of the logical bike and pedestrian pathway that should parallel the scenic byway.

When an advisory group met on-site to explore the feasibility and obstacles of constructing a bike path along the highway right of way near MP41, two conclusions were drawn. The first was that any pathway constructed along hillsides from the Pack River Flats to Hope, approximately four miles, would require some careful planning, but

that it is possible to build one. Another option to be explored thoroughly is the possibility of locating the bike path on the rock shoulders above SH-200 and receiving cooperative reception from the private land owners whose residences are built there. The slopes falling from the highway are frequently steep and composed of talus from the cliffs above or fragmented rock from applied road base. Shoulders that do exist beyond the guardrail seem to be either loose, non-compacted material or rock outcroppings, neither one ideal for construction of a bicycle-pedestrian lane.

The second conclusion was that because of the technical requirements of calculating the necessary widths of the path and the means by which to support the downhill shoulder, the first element of any design will be hiring an engineering firm to do the preliminary work necessary to insure a path system that can be built to acceptable standards. Although the design and construction of a bike path from MP40.5 to MP44.5 may be a daunting and arduous undertaking, summertime travel along that section of the Pend Oreille Scenic Byway will present an ever increasing hazard to both bicycles and vehicles until it is accomplished. Recognizing that traffic has increased nearly 50% over the past ten years and is likely to continue to increase over the next decade, SH-200 will never become a truly safe and pleasant driving experience until the bicycle-vehicle conflict is resolved.

A MARKETING PLAN FOR THE SCENIC BYWAY

The natural beauty and scenic attributes of eastern Bonner County highlighted by Lake Pend Oreille and many square miles of national forest lands easily accessed from the Pend Oreille Scenic Byway, are the base upon which a marketing plan can be constructed. Attracting those visitors who are appreciative of natural, non-commercialized scenic beauty and whose personal disposition is geared toward self-reliance will result in a harmonious interaction of visitors with local businesses and residents.

Introduction

The five counties of northern Idaho are the most visited region of the seven regions of Idaho. Bonner County attracted the fourth highest travel related income of Idaho's 44 counties in 1997.¹ Visitors to Idaho come from points around the globe, but the greatest percentage come from the neighboring state of Washington. Visiting friends and relatives is the greatest primary purpose of people coming to Idaho, followed by viewing attractions and natural areas. Once here, outdoor recreation is the primary activity for visitors.²

The areas surrounding Hope and Clark Fork are some of the most scenic in the state and outdoor recreation is available in all four seasons, yet many businesses along the scenic byway corridor struggle for survival much of the year. The focal point of developing a cost effective marketing plan for the Pend Oreille Scenic Byway should be reaching people within a radius of 100 miles and attracting those visitors already in the region. Marketing our scenic attractions and recreational opportunities will become more successful when we begin to add interpretive information at our Points of Interest and commercial amenities for visitors to stop and enjoy.

The Community Advisory Committee worked toward developing a Marketing Plan based upon the response to a community survey (refer to Chapter 4, section 4.6). Because most people associated with this planning process are linked to lifestyles along the byway corridor, one featured component is striving for compatibility between residents and the visitors we seek to attract. For residents of the area, summer weather and water related recreation already seems to bring plenty of visitors. Much of the focus for this marketing plan will place emphasis on attracting visitors September through June, when business really needs them and locals do not feel so invaded. People live and visit here because of the intrinsic qualities of the area, making it beneficial to preserve natural beauty and encouraging complementary development for the long-term enjoyment of the area.

¹Tourism's Impact on Idaho's Economy, Idaho Department of Commerce, 1999

²Tourism's Impact on Idaho's Economy, Idaho Department of Commerce, 1999

8.1 Marketing Objectives

Marketing objectives are most effective when they are tangible, quantitative goals that can be monitored within specific time constraints. In our efforts to select objectives, we made an attempt to be reasonable given foreseeable market conditions and available resources. The short term objectives are those that can be accomplished within 24 months and long term are those that can be accomplished within 60 months of completing this plan.

- Short Term**
- > Giving present travelers a reason to stop along the Scenic Byway, spending time and money
 - > Attracting more visitors in the months of September through June
 - > Increasing the consumer base to help broaden services available, as desired by local residents
 - > Developing cooperation among businesses to increase services and attractions for visitors year-round

- Long Term**
- > Create distinctive story for Byway that entices people to visit
 - > Create reasons for people to stop along the scenic byway, and want to stay overnight
 - > Expand recreational opportunities that encourage longer visits
 - > Identify or develop attractions people associate with destinations

8.2 Marketing Strategies

Smaller communities, such as Hope, East Hope, and Clark Fork, are always faced with an extremely limited number of resources - whether one is considering dollars to be spent, people to work on projects, or business organizations to take responsibility for a task that needs completion. With this planning process, we will publish a comprehensive color guidebook capable of attracting people's attention. The focus of our marketing strategies must capture the utmost in effectiveness, whether it is spending money or people's energy.

The most effective initial methods will be to reach the visitors who have been attracted to the region by the deeper pockets of the Coeur d'Alene Chamber of Commerce or the efforts of "Destination: *Sandpoint!*." We can cost effectively begin a marketing campaign to draw regional neighbors, and even local residents, out along the byway to look and learn, as well as stop and shop, if we coordinate developing attractions at our Points of Interest and within the local businesses located near the Pend Oreille Scenic Byway.

- Short Term**
- > Creating attractions at the Points of Interest will encourage travelers to interrupt driving and pull over
 - > Arranging media coverage within regional publications to remind our neighbors of the beauty of the Pend Oreille Scenic Byway
 - > Coordinate a Web-site that connects scenic byway and businesses
 - > Re-establish Hope-Clark Fork-Trestle Creek Chamber as an effective

- conduit within business community
- >Distribute *Guide to the Pend Oreille Scenic Byway* effectively

Chapter 8: Marketing Plan

Strategies - continued

- Long Term**
 - >Complete interpretive story along Points of Interest and construct visitors center with comprehensive historical information
 - >Attract media coverage that extends beyond local region
 - >Develop individual identity for Hope-Clark Fork area and establish cooperative relationship with other visitor organizations
 - >Develop cooperative, coordinated business effort to display local artisans' and craftsmen's work around the community
 - >Create river access points on the Pack and Clark Fork Rivers
 - >Develop sources of recreational watercraft
 - >Encourage development of various guide services for all seasons

8.3 Market Identification

To aid in the effectiveness of a marketing campaign, one benefits by assessing, somewhat objectively, what is offered along the byway and who is likely to be attracted to those amenities the most. Another factor we have given consideration to, is attracting people to the area who are likely to enjoy their experiences with local residents and service providers. Marketing efforts that create a misleading impression of what is offered or attract people who are apt to be disappointed, once they are here, will not produce a positive result for anyone.

The greatest attractions we have to offer are the scenic beauty of mountains and water, trails and backcountry travel that offer freedom and solitude, and a good deal of space for any individual seeking it. Services provided along the Pend Oreille Scenic Byway are geared to people who tend to be self-sufficient, rather than those that require extensive assistance. Visitors of a self-sufficient nature blend well with Bonner County residents, who always seem willing to assist those people attempting to take care of themselves.

Preferred Target Profile

- >Professional people of moderate means
- >People attracted to casual lifestyles and natural, outdoor recreation
- >Parents who want to give their children exposure to a real natural element
- >Family and friends of local residents
- >People who have already visited the area once or more
- >Residents of Idaho are likely candidates to visit

Short Term Target Market

- >"100 Mile" Radius includes Spokane, WA; Missoula, MT; Creston & Cranbrook, BC; and Coeur d'Alene & Post Falls, ID

Long Term Target Market

>Enticement Campaign of Regional Urban Areas would include Seattle, WA;
Portland, OR; Boise, ID; and Calgary, Alberta

Chapter 8: Marketing Plan

8.4 Features and Activities to Market

Lake Related Activities

Fishing
Touring
Camping
Water Sports

Golf

Shopping

Develop Local Crafts Market
Sandpoint's Businesses

Lakeside RV Destinations

Community Events

National Forest Activities

Hiking & Camping
Mushroom & Berry Picking
Hunting & Fishing
Mountain Biking
Horse Back Riding
Motorcycle Trails
Sam Owen Campground

Snowmobiling

Trestle Creek
Twin Creeks

Skiing - Alpine & Nordic

Snowshoeing

Watchable Wildlife Program

Birding
Game Preserve
Seasonal Attractions

Scenic Automobile Tours

High Drive
Bull River Road
Montana's 200/Thompson Pass

Canoeing the Deltas Program

8.5 Marketing Resources & Tools

Partnerships

Greater Sandpoint Chamber
Destination: *Sandpoint!*
Idaho Travel Council
Neighboring Businesses

Scenic Byways Program

"Guide" to the Scenic Byway

Travel Writers

Idaho Department of Commerce

University of Idaho

Internet Website

Family & Friends

8.6 Developing Attractions Along the Scenic Byway

Resource Partners

Hope-Clark Fork-Trestle Creek Chamber of Commerce
Pend Oreille Scenic Byway Corridor Management Plan

Army Corps of Engineers
Avista Corp.
U.S. Forest Service
Idaho Dept. of Parks and Recreation
_____ Watchable Wildlife - IDF&G, USFS, & BLM
_____ Foundations - i.e. Audobon

Chapter 8: Marketing Plan

8.7 Implementing our Marketing Plan

For any plan to become a tool that receives use, people who see the benefits of implementing the plan, must have become involved in the development of the plan. Efforts have been made to get members of the business community along the Pend Oreille Scenic Byway to be stakeholders in the finished product. The Hope-Clark Fork-Trestle Creek Chamber of Commerce is the one organization necessary to play a leading role in the implementation process, if this plan is to be successful.

Creating a recognizable objective for the community momentum that has been generated by having nearly 40 people collaborating on the Corridor Management Plan is the focus of Phase One Implementation of the Interpretive Plan. Developing the funding mechanism for wayside exhibits dovetails with our first 'short term' strategy of this marketing plan. The Pend Oreille Scenic Byway will benefit from having roadside attractions to market.

8.8 Get the Word Out

The Chamber of Commerce, acting collectively for the local business community, can do this simply by mailing the *A Guide to the Pend Oreille Scenic Byway* with a personal invitation to the travel editor of regional newspapers and magazines to visit. There is no better exposure than factual coverage by a writer, especially if that is genuine and enthusiastic. Currently, there are preliminary efforts underway to develop two web-sites, one for the Chamber and the other for the scenic byway, that will have links to both regional and statewide visitor web-sites.

8.9 Get the Business Community On-Board

One of the most significant challenges facing any planning effort, is the conversion of a plan into action. Several resource partners are actively moving toward putting components of the Interpretive Plan into motion. Avista Corp. has begun their Interpretation and Education Plan, created by the relicensing process for the Cabinet Gorge Dam, which begins with our 15th Point of Interest and moves eastward into Montana along Highway 200. The Army Corps of Engineers is beginning to budget for further development of the Clark Fork Drift Yard, our 9th Point of Interest. The Hope-Clark Fork-Trestle Creek Chamber of Commerce is submitting grants that would see wayside exhibits in place in the spring of 2001.

These efforts will convey the distinct impression that this is one planning effort destined for more than collecting dust on the shelf and bring people on-board for greater

participation. Results somehow dispel the natural skepticism of people and generate interest and support. Once under way, people tend to climb on-board the train of success, because

EVERYONE LOVES A WINNING PROGRAM!

SIGNS ALONG THE PEND OREILLE SCENIC BYWAY

Highways and roadside signs are an inseparable pair. Depending on your point of view and your vested interests, the questions that frequently arise are how many should there be and how large do they need to be. The most common adage in commercial signage is “the bigger the better”, but from the scenic perspective, this may not ring quite so true. Once the ‘size war’ is begun by local businesses, enjoyment of the scenery is almost certain to suffer.

Along the Pend Oreille Scenic Byway, the signs to be found will be classified into three different categories; traffic safety, roadside informational, and private advertising or announcement. A sentiment aired with little dissension among the committee members of this corridor management plan, is the concept of “the fewer the better”. This concept applies to highway safety and all other signs, for the fewer signs along the byway - the more apt a driver is to notice them.

9.1 Traffic Safety Signs

Sign standards along the Scenic Byway incorporate criteria established by Idaho Transportation Department in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). The local personnel of ITD reconsiders the placement and effectiveness of traffic signs on a regular basis. Incorporated cities along the scenic byway may establish speed limits to reflect the rate of travel they feel most appropriate. Otherwise ITD controls the selection of signage and the placement.

Throughout the planning process, committees have reviewed sign placement and needs. One change implemented was replacing the original “Moose Area” signs with ‘Emergency Parking Only’ signs for highway safety. Another primary area of concern has been addressing the Trestle Creek area (Chapter 7, page 2) and we suggest the following:

The one practical remedy offered by the Technical Design Committee would be the installation of a ‘Congested Area Ahead’ caution sign at the bottom of the grade from each direction. Our recommendation is to designate this section of highway as a no passing zone, as well.

9.2 Roadside Informational Signs

Scenic Byways Signs> The committees involved with this plan recommended to the Idaho Transportation Board a change in the MUTCD standards for SCENIC BYWAY SIGNS, Section 187.13, to allow individualizing each byway’s color scheme to complement their logo. That suggestion has been adopted by the Board and will be acted upon by ITD in the near future. Brown and white signs are used for a number of applications (byways, national forest, visitor info, etc.) and create visual confusion, besides lacking visual distinction. The state of Minnesota has established an exemplary

byways sign format. A portfolio page of their byway signage is part of this chapter.

Chapter 9: Byway Signs

Byway Signs - continued

ITD's Scenic Byway program calls for a large SCENIC BYWAY INFORMATION sign at both ends of the byway, containing a map and the Points of Interests. This planning process has produced significant changes in designating Points of Interests along the Pend Oreille Scenic Byway and the existing INFORMATION signs are now obsolete. This will become more critical in 2001 when hopefully, implementation of the Interpretive Plan begins to be put in motion.

All Points of Interest need to be designated with signs attracting people's interest and encouraging people to stop. Coordinating signage to the development of interpretive information for specific sites seems sensible, so visitors who respond to the signs have something to see when they stop. In the National Scenic Byways grant application submitted for the initial phase of implementing the Interpretive Plan, funds were designated for new colored signage for each site. Several points, e.g. 'Geologic Site', now offer notable views, and are worth signing for both the scenery and encouraging slower sightseers to pull over and enjoy the view.

9.3 Private Advertising or Announcement Signs

Pend Oreille Scenic Byway benefits visually from the natural rural setting. Bonner County Revised Code restricts outdoor advertising structures (billboards) to commercially zoned property and allows them by Conditional Use Permit only. Bonner County sign ordinances provide guidelines along with the restrictive features of highway right of way. Billboards are further restricted to be spaced a minimum of 500 feet apart.

Outdoor advertising and commercial signs are a byproduct found in commercially zoned areas. Should Bonner County begin to permit commercial strip zoning along SH-200, the probability of seeing more and larger commercial signs becomes greater. When considering the impacts of commercial signing, the absence of rural acreage zoned commercial, provides assistance in keeping the byway relatively clear of highway advertising. Another ally in keeping the visual landscape clean is the miles of contiguous railroad right of way.

The incorporated cities set their sign standards individually, and as might be expected, the greatest proliferation of signs occur as one approaches Ponderay and Sandpoint. Bonner County planning processes can be of great benefit to preventing visual intrusions along the scenic byway, if language recognizing the unique scenic qualities of a byway becomes part of Bonner County zoning. Encouraging aesthetic tastefulness and scenic compatibility can be accomplished without making architectural review mandatory.

THE VISITOR'S EXPERIENCE

A pertinent question in attempting to envision being a visitor here is -

“If I were a visitor to the Pend Oreille Scenic Byway, who arrived here by happenstance, would I be able to find the information necessary to fully enjoy the experiences available to me?”

The probable answer to this question in the summer of 2000, might well be, “No”.

Virtually all visitors do enjoy the scenery; so, the question to be asked is, “What can be done to improve the visitor's experience?” Preserving the natural appearance of much of the Pend Oreille Scenic Byway may be assisted by an effective information sharing system among businesses, making large commercial signs less vital to business owners.

10.1 Amenities

SH-200 offers places to eat and stay, mechanical services for troubled vehicles, and places to shop or get out and stretch. The personality of the entire area is relatively low-keyed and is best suited to the visitor who enjoys a natural setting more than an environment of constant entertainment opportunities, but businesses should coordinate information distribution.

Visitor amenities and necessary services are available along the byway for the traveler, but may not have the visibility that people become more used to in urban areas. Sharing types of service and places of business in an area ‘business guide’ will help all businesses know the visitor amenities around them and have that information readily available to visitors. Recreation facilities and visitor accommodations are available for all seasons of the year.

10.2 Customer Service & Visitor Hospitality

For many people traveling, when a question arises about an area, the immediate reaction is to stop in a place of business and ask someone for an answer. Hence, the first impression a visitor frequently gets of customer service in this area, may well be through an employee's response to a subject matter totally unrelated to their work. The challenge to the local business community then becomes one of how to successfully incorporate ‘hospitality training’ along the Scenic Byway for all places of business.

Initially, a few business owners must recognize the benefits to the business community of local employees knowledgeable about the area around them, and financially support training. A first step would be developing simple informational handouts for employees to offer visitors in answer to specific questions, and making them feel welcome to the area. The next piece in the puzzle is trying to figure out how to fund a training program that can be presented to area employees at various times, and convey information that is

easily learned.

10.3 Recreational Access

Outdoor recreation is a theme for many people stopping in the area along the Pend Oreille Scenic Byway, and may be a factor for more than half the people who visit SH-200. Access to two golf courses is easy from the byway, boat ramps are readily accessible in Trestle Creek and Hope, several beaches for swimming are adjacent to the highway, and winter playgrounds are found at Schweitzer Ski Area or off several Forest Service roads intersecting SH-200. A missing component for recreation in national forests are good roadside trail maps and a general information system at road intersections.

Another missing component is easy access to water-based recreation for the increasingly popular non-motorized watercraft. Three improved access points are being proposed as an adjunct to this corridor management plan; Pack River bridge, Pack River sportsman's access, and Avista Corp.'s newly acquired Clark Fork River parcel that is dedicated to public access. Both the Clark Fork Drift Yards and Johnson Creek Recreational Sites currently provide access to the Clark Fork River Delta, but much could be done to improve available information about these two sites.

A collaborative effort has begun between the Byway Advisory Committee and the Panhandle National Forest staff to improve maps and information available at intersections of national forest roads. This effort will assist visitors who have a desire to explore the national forests surrounding the Pend Oreille Scenic Byway, and will also encourage local residents to venture into the national forests and learn more about the area around them.

10.4 Shopping and Entertainment

Travelers and visitors do need a variety of attractions, because not everyone is an outdoor enthusiast, nor does weather always cooperate. An idea that developed within the Community Advisory Committee was the creation of a community wide craft market for visitors to browse through in any place of businesses along the byway. Northern Idaho is home to many skilled artisans and their crafts would be of interest to visitors. Having displays at various businesses would be an entertaining incentive for people to explore the area and make stops on and off the byway to shop.

DEVELOPING CONTINUED PUBLIC INVOLVEMENT

11.1 Ownership in the Pend Oreille Scenic Byway

A cornerstone theme of the Scenic Byway Program established by the Federal Highway Administration is public involvement, i.e., the emphasis on establishing a permanent Byway Advisory Group. The corridor management planning process accomplished a beginning for public involvement with the collaboration of more than thirty people participating in the committee structure. Those thirty people began to feel ownership in the long range planning for improvements and developments that might occur along the scenic byway. People who become involved in any planning process share with family and friends their interest and sense of ownership, hence the seeds of ownership are planted in the community.

11.2 Establish a Sense of Accomplishment

Converting the effort and energy of participants in a planning process to a tangible sense of accomplishment is a challenge to every planning project. Creating a planning document is not an end product, but merely a significant step in a process toward an end product. During this planning process, publishing "*A Guide to the Pend Oreille Passages Scenic Byway*" became one product that people were proud of and saw as an accomplishment of their time.

Moving forward with Phase One of the Interpretive Plan hinges upon receiving grant funding, but the application was submitted in conjunction with this planning process and committee members felt their efforts in planning interpretive exhibits were being utilized.

11.3 Continue to Produce Tangible Results

The most important element in retaining public participation in the Pend Oreille Scenic Byway is moving forward with Phase One of the Interpretive Plan. Should grant funding not be received for the current application, it is imperative to re-apply and continue to produce tangible results people can see. As the story of the byway begins to unfold in attractive wayside exhibits, local residents' pride and ownership in the scenic byway will increase. If customers begin to stop in local businesses and express appreciation for the developed points of interest, businessmen will become more involved in supporting continued future efforts.

11.4 Seeking Designation as a National Scenic Byway

The Byway Advisory Committee chose to pursue designation as a national scenic byway at the next available opportunity, which will occur in 2001. National designation increases opportunities for exposure and recognition, as well as elevating the status of the byway for consideration of future funding. One opportunity available through the national program is seeking funding for a byway coordinator, who can work with the community on a year round basis to build involvement, implement marketing programs, and move forward with the Interpretive Plan.

APPENDIX - Corridor Management Plan

1985 HCM: TWO-LANE HIGHWAYS

**

FACILITY LOCATION. . . . SH-200 MP 35.9
ANALYST. J Perfect
TIME OF ANALYSIS. . . . 1998 PM Peak
DATE OF ANALYSIS 10-26-1999

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS 9
PERCENTAGE OF BUSES 0
PERCENTAGE OF RECREATIONAL VEHICLES 5
DESIGN SPEED (MPH) 60
PEAK HOUR FACTOR85
DIRECTIONAL FACTOR (UP/DOWN) 60 / 40
LANE WIDTH (FT) 11
USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.) . . . 1
PERCENT NO PASSING ZONES 48

B) CORRECTION FACTORS

ROLLING TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
---	---	---	---	---	---	---
A	4	3	3.2	.7	.94	.72
B	5	3.4	3.9	.7	.94	.66
C	5	3.4	3.9	.7	.94	.66
D	5	2.9	3.3	.7	.94	.68
E	5	2.9	3.3	.85	.94	.68

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME (vph) : 545
ACTUAL FLOW RATE: 641
SERVICE
LOS FLOW RATE V/C

A 93 .07
B 233 .19
C 428 .35
D 650 .52
E 1395 .92

LOS FOR GIVEN CONDITIONS: D

APPENDIX - Corridor Management Plan

1985 HCM: TWO-LANE HIGHWAYS

**

FACILITY LOCATION. . . . SH-200 MP 62.2
 ANALYST. J Perfect
 TIME OF ANALYSIS. . . . 1998 PM Peak
 DATE OF ANALYSIS 10-26-1999

A) ADJUSTMENT FACTORS

 PERCENTAGE OF TRUCKS 18.3
 PERCENTAGE OF BUSES 0
 PERCENTAGE OF RECREATIONAL VEHICLES 5
 DESIGN SPEED (MPH) 60
 PEAK HOUR FACTOR85
 DIRECTIONAL FACTOR (UP/DOWN) 60 / 40
 LANE WIDTH (FT) 11
 USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.) . . . 1
 PERCENT NO PASSING ZONES 59

B) CORRECTION FACTORS

ROLLING TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	7	5.7	5	.7	.94	.44
B	10	6	5.2	.7	.94	.35
C	10	6	5.2	.7	.94	.35
D	12	6.5	5.2	.7	.94	.31
E	12	6.5	5.2	.85	.94	.31

C) LEVEL OF SERVICE RESULTS

 INPUT VOLUME (vph) : 163
 ACTUAL FLOW RATE: 192
 SERVICE

LOS	FLOW RATE	V/C
A	32	.04
B	84	.13
C	148	.23
D	229	.4
E	569	.82

LOS FOR GIVEN CONDITIONS: D

APPENDIX - Corridor Management Plan

COMMUNITY SURVEY RESPONSE ANALYSIS

500+ Distributed - 54 Returned > Approximately 10%

QUALITY OF LIFE	Poor		Fair		Great
Benefits of Trestle Creek to Clark Fork collaboration	<u>1-2</u>	<u>2-4</u>	<u>3-12</u>	<u>4-11</u>	<u>5-11</u>
People generally support area wide collaboration					
General Sense of Community Spirit	<u>1-0</u>	<u>2-4</u>	<u>3-27</u>	<u>4-12</u>	<u>5-6</u>
Local residents have a sense of community and see that in others					
Desire for Community Improvement Projects	<u>1-0</u>	<u>2-4</u>	<u>3-15</u>	<u>4-19</u>	<u>5-9</u>
Although question is vague, people support idea of community improvements					
Satisfaction with Available Commercial Services	<u>1-5</u>	<u>2-20</u>	<u>3-18</u>	<u>4-5</u>	<u>5-1</u>
Local residents are not completely satisfied with services available					
Need for Expanded Retail & Commercial Services	<u>1-5</u>	<u>2-4</u>	<u>3-8</u>	<u>4-16</u>	<u>5-16</u>
Residents would like to see an expanded base of available services					
Need for Expanded Recreational Facilities	<u>1-9</u>	<u>2-5</u>	<u>3-8</u>	<u>4-13</u>	<u>5-14</u>
Residents would like to have more recreational opportunities nearby					
Importance of Scenic Quality to Community Life	<u>1-1</u>	<u>2-0</u>	<u>3-1</u>	<u>4-10</u>	<u>5-39</u>
Residents value scenic beauty as part of their daily life					
Safety of Highway 200 as the Major Traffic Route	<u>1-8</u>	<u>2-10</u>	<u>3-11</u>	<u>4-4</u>	<u>5-15</u>
Poorly worded question, answers could mean anything - sorry!					

WHAT DO WE NEED?	Good Now			Really Need	
? Nothing - what we have, will do just fine	<u>1-2</u>	<u>2-1</u>	<u>3-15</u>	<u>4-2</u>	<u>5-5</u>
Not that many people favor doing absolutely nothing					
? More developed public beach area	<u>1-5</u>	<u>2-3</u>	<u>3-7</u>	<u>4-12</u>	<u>5-18</u>
People would like to see better local swimming accommodations					
? Bike and Pedestrian Accommodations	<u>1-4</u>	<u>2-1</u>	<u>3-6</u>	<u>4-15</u>	<u>5-27</u>
People strongly favor making efforts to accommodate bicycles on SH200					
? Grocery & Basic Retail Services	<u>1-7</u>	<u>2-1</u>	<u>3-9</u>	<u>4-12</u>	<u>5-19</u>
People would like to see expansion of available services					
? Selection of Restaurants	<u>1-5</u>	<u>2-2</u>	<u>3-6</u>	<u>4-10</u>	<u>5-28</u>
People would greatly like to see more restaurants in the area					
? More Community Events	<u>1-8</u>	<u>2-5</u>	<u>3-11</u>	<u>4-10</u>	<u>5-6</u>
People are ambivalent about adding more community events					
? Highway 200 Visitor Signage	<u>1-7</u>	<u>2-4</u>	<u>3-11</u>	<u>4-12</u>	<u>5-12</u>
People support the idea of developing better signage along SH200					
? Measures to Protect Scenic Beauty	<u>1-2</u>	<u>2-3</u>	<u>3-8</u>	<u>4-10</u>	<u>5-26</u>
People support the idea of some protective measures for scenery along SH200					
? Improved Turnouts along Highway	<u>1-4</u>	<u>2-3</u>	<u>3-9</u>	<u>4-12</u>	<u>5-16</u>
People support the idea of developing better turnouts along SH200					
? Rest Area for Visitors	<u>1-4</u>	<u>2-2</u>	<u>3-11</u>	<u>4-13</u>	<u>5-13</u>
People support the idea of developing a rest area along SH200					

PROJECTS FOR THE FUTURE AND THEIR PRIORITY

PRIORITIZED BY COMMITTEE SCORING with "5" is Highest & "1" is Lowest

Points of Interest - Interpretive Exhibits

<u>Glacial Activity</u>	<u>5</u>
Geologic Site	<u>5</u>
Cabinet Gorge	<u>5</u>
<u>Kalispel Tribe</u>	<u>5</u>
Denton Slough	<u>5</u>
Driftyards	<u>4</u>
<u>Railroad History</u>	<u>4</u>
Hope Community	<u>4</u>
Trestle Creek	<u>3</u>
<u>David Thompson</u>	<u>5</u>
Peninsula Road	<u>4</u>
<u>Social & Community History</u>	<u>3</u>
Field Campus/USFS History	<u>3</u>
Mining	<u>3</u>
Cabinet/Small Community	<u>4</u>
<u>Wildlife, Waterfowl, & Birding</u>	<u>5</u>
Pack River	<u>5</u>
Denton	<u>5</u>
Driftyards	<u>4</u>
Johnson Creek	<u>3</u>
National Forest	<u>4</u>
<u>Fishery</u>	<u>4</u>
Boat Launches	<u>3</u>
Cabinet Hatchery	<u>4</u>
Additional Features	
Viewing Blind - Denton Slough	<u>3</u>
Viewing & Hiking Trails - Pack River	<u>4</u>
Biking Trails - Accessed from Scenic Byway	<u>3</u>
Visitor Center	<u>3</u>
Gateway & Portal Attractions	
Kootenai	<u>3</u>
Cabinet Gorge	<u>4</u>
Water Recreational Access	
Pack River Bridge	<u>3</u>
Pack River Sportsmen's Access	<u>4</u>
Clark Fork River	<u>4</u>
Avista	

APPENDIX – Corridor Management Plan

Interpretive Significance: The Kalispel Indians gathered here in numbers large enough to prompt David Thompson to construct the first trading post in the Pacific Northwest on the peninsula in 1809. Centrally located for visitors and travelers interested in the area, this area is the heartland of the Pend Oreille Scenic Byway.

Site Development Objectives:

- Obtain use of or purchase ground for locating the visitors center
- Create an attractive exhibit that depicts Kalispel Indian life in the area
- Build replica facsimile of Kullyspell House to display the history of David Thompson and his local exploration
- Build a visitors center with restrooms
- Create a display area for local artifacts
- Create interpretive exhibits on the developmental history of the Hope area

Interpretive Program Objectives:

- Learn of the Indian culture that predates David Thompson
- Learn of the lifestyle and hardship that accompanied Thompson's exploration
- Visually display the primitive nature of early outposts in fur trading days
- Learn who the early settlers in the Hope area were and how they lived

Mode of Interpretation:

- Exhibits providing visual displays
- Exhibits displaying historic photos
- Interior display area of photographs and artifacts of the area

Project Resources:

- Scenic Byway Program
- Idaho Dept. of Parks & Recreation
- Chamber of Commerce
- Bonner County Historical Society
- Local Contributors

EXHIBITS TO BE CONSIDERED

Visitors Center with Historical Displays and Restrooms

Interpretive Display of Kalispel Tribal History

Replica of the Kullyspell House with David Thompson History

7) **Sam Owen Campground** – Fee based operation of the U.S. Forest Service

Description: A gently descending treed site on the shores of Lake Pend Oreille, Sam Owen Campground contains 80 campsites, group and family picnic sites, and a pleasant gravel swim area. Sam Owen was a resident of the area in the 1930s, who donated 30 acres to the federal government in 1940 "for the benefit of local people and summer visitors." The following year, a collaborative effort by local civic and community organizations added another 35 acres to the site. This facility was developed and is still operated by the U.S. Forest Service.

APPENDIX – Corridor Management Plan

Interpretive Significance: The Clark Fork River Delta provides diverse habitat to a myriad of waterfowl and nesting areas for cavity-nesting duck, i.e. wood ducks. The Drift Yards are important in collecting much of the floating debris of the river. The delta also provides extensive routes for canoeing and kayaking.

Site Development Objectives:

- To create informative wayside exhibits enabling viewers to appreciate river deltas
- To present maps in permanent display allowing canoes and kayaks to explore the delta knowledgeably
- To develop informative wayside exhibits telling the importance of the drift yards
- To improve access to the water
- To improve access to camping sites

Interpretive Program Objectives:

- To learn and appreciate the value of river delta wetlands to all wildlife
- To learn recreational habits that do not disturb nesting waterfowl
- To learn how to watch and hear the wildlife around a river delta

Mode of Interpretation:

- Attractive wayside exhibits that give viewers a greater respect for wetland recreation
- Interpretive panels that depict the geographical area for exploring

Project Resources:

- Scenic Byway Program
- Idaho Dept. of Fish & Game
- U.S. Army Corps of Engineers
- Local Contributors

EXHIBITS TO BE CONSIDERED

Waterfowl and nesting are information
Delta Area Map
Blue Heron and other lake birds of prey
Fish identification
Kalispel Tribe interpretive area

10) University of Idaho Field Campus -

Description: Originally designated as the Antelope Ranger Station by the U.S. Forest Service in 1910, this site is now operated as a field campus by the University of Idaho. This site would serve well as a location for interpretive exhibits about the U.S. Forest Service history in the area and native flora and fauna, connected with numerous classes held on campus.

11) Johnson Creek Recreation Area

Description: A recreational access facility located across the Clark Fork River Delta from the Drift Yard, this site offers many of the same attributes as the Drift Yard. Johnson Creek is situated ½ mile from the lake and offers a sheltered access point for small boats.

Priority: Highest Lowest
 1 - 2 - **3** - 4 - 5

Accessibility: Turn south on Stephen St. in Clark Fork and proceed across the river. Turn west and follow the dike road along the river for two miles.

Interpretive Significance: The Clark Fork River Delta provides diverse habitat to blue heron and osprey, along with a myriad of songbirds. Johnson Creek is maintained by Idaho Dept. of Fish & Game for sportsmen's access, but provides access for bird watching and extensive routes for canoeing and kayaking.

Interpretive Program Objectives:

- To learn and appreciate the value of river delta wetlands to all wildlife
- To learn recreational habits that do not disturb nesting waterfowl
- To learn how to watch and hear the wildlife around a river delta

Site Development Objectives:

- To create informative wayside exhibits enabling viewers to appreciate river deltas
- To present maps in permanent display allowing canoes and kayaks to explore the delta knowledgeably
- To develop informative wayside exhibits telling the importance of the drift yards
- To improve access to the water
- To improve access to camping sites

Mode of Interpretation:

- Attractive wayside exhibits that give viewers a greater respect for wetland recreation
- Interpretive panels that depict the geographical area for exploring

Project Resources:

- Scenic Byway Program
- Idaho Dept. of Fish & Game
- Local Contributors

12) Cabinet Gorge Fish Hatchery -

Description: Built in 1985 as a cooperative venture between Bonneville Power Administration and Washington Water Power (AVISTA Corp.) to specialize in rearing kokanee salmon, a regional landlocked salmon that has suffered significant population losses since the implementation of hydroelectric dams. Operated seasonally, this facility offers a good interpretive opportunity for educating people in the complexity of maintaining healthy fisheries.

13) Clark Fork River Recreational Access -

Description: This riverfront site (MP60.8) was acquired by AVISTA Corp. as an extension of their commitment to provide recreational access, under the terms of their relicensing agreement for the Cabinet Gorge Dam. Plans are being designed to offer public access for non-motorized watercraft to the Clark Fork River. Boaters can float the river and take out at either Johnson Creek or the Drift Yards. Interpretive plans are being considered to place exhibits originally designed for the Cabinet Gorge Site. This site may be developed as the eastern portal for the Pend Oreille Scenic Byway, replacing the portal now located across the Montana state line. An overall master plan is under consideration for interpretive information along the Clark Fork River by AVISTA Corp.

CREATING INTERPRETIVE EXHIBITS

Workshop with Keith Thurlkill, USFS, Dec 15th, 1999

Modes of Interpretation

Interpretive Sites

Create Public Perception

Separate Sites are pieces of an Interconnected Whole Story

Give Hints to what lies ahead

Similarities & Links

Differences & Uniqueness

Whole Story transcends County & State Boundaries

Common Themes & Common Design Features Help

Segments of a route of travel

Mall Concept - Open any door & you are connected to the whole

Linear Story Telling

Challenge is Creating the Connection & Maintaining Individuality of People & Place

Think of ways to connect beginning & ending

Travelers will approach from both east & west

Setting Priorities for Sites & Resources

Which sites are readily do-able/Which sites are long-term to develop?

Review interested parties & Establish Partnerships

Recognize & be Aware of various Agency constraints

First Sites set the Tone & are Examples for all the sites to follow

Don't Stall out in over-planning -

Recognize early efforts may be “temporary” in nature & allow for improving

Important to accomplish visible results with initial momentum

Various Approaches - All can work well

Team Approach - various capabilities from various agencies

Hire Consultants - Pay for expertise and experience

Involve ITD - Important to get an “Expression of their Preferences”

Establish Responsible Entity

Decide who will build and control the sites

Issues - Maintenance, liability, safety, etc.

Individual Sites can have different Responsible Entities

Allow Idaho Transportation Dept. Review Time to establish Comfort Zone

Specific Site Examples

Pack River Wildlife Area

What to Tell

Recreational Opportunities

Wildlife - Viewing Opportunities

History

Ecosystem

Create a Personal Experience - Not just an Automobile Experience

Safe Pedestrian Zone will help get People out of Cars

Invite People out into the site - i.e. Viewing Decks or Interpretive Trails

Cabinet Gorge Interpretive Site

Eastern Scenic Byway Portal

What to Tell

Geologic Significance - Glacial Lake Missoula

Historic Significance - Transportation Corridor

David Thompson Portage

Steamships

Town of Cabinet

Shared Site with AVISTA

Western Portal for their Interpretive Efforts

Highway 200 eastward into Montana

Create common Theme & Presentation Links

Interpretive Signs

Unique in appearance - Distinct from Informational Signage

Tell them something they want to know

Tell them something they need to know

Sell it harder

Hide it in something else

Format

50 -75 Words

Simplicity - limit pictures & words

Make it easy to grasp message

Location

Most Effective when Located near Area/Object of Interpretation

Create a Unique Appearance for your project

Workshop with Sam Ham, University of Idaho, July 6th, 2000

Presentation of Materials

Unifying or Linking Interpretive Exhibits-??

1. Avoid “Standardizing” all signs

Becomes boring, monotonous, & restrictive

2. Utilize logo or types of sign base for common thread

3. Not important to viewers - only a ‘bureaucratic’ approach

4. Beneficial to utilize same sign material at any given site

5. Select sign material to best present exhibit for viewing

Sign Material

Sign Materials - always factor in vandalism in isolated, roadside locations

1. Fiberglass Embedment - Easy, cheap to replace & fairly vandal resistant
2. Porcelain Enamel - Most expensive & fragile, but very attractive

Sign Content

Utilize pictures more than words to convey message

Create sense of place for people passing through

Theme - Develop master theme for each individual site, sub-themes for each exhibit

1. Should be compelling & thought provoking
2. Title is paramount
3. Profile of viewers
 - “Streakers” - Look for 3-5 seconds> Vast Majority of viewers
 - “Browsers” - View for 30 seconds
 - “Students” - Study for 1-3 minutes
4. Spend time & energy to craft/enrich your theme
5. Think dramatically - what would amaze people about the information or site

6. Theme Guidelines

Use complete sentences, albeit brief

Incorporate active verbs

Personalize subjects - connect to something people already know or care about

Utilize metaphors to describe - make people think symbolically

Use analogies that people can visualize

Byway Theme - “Passages through Time” is topic statement to incorporate, not theme of all interpretive information

Specific Sites Reviewed

(Examples of Themes per discussion)

Pack River Wildlife Area

Site Theme - ‘Slow Flowing Water Nourishes Many Wild Lives’

Exhibit Themes - ‘From Mice to Moose & more’ - variety of furbearers

‘Princes of Prey seek Daily Prize’ - Eagle, osprey, & blue heron

Denton Slough Waterfowl Area

Site theme - ‘Mating & Migration’

Exhibit Themes - ‘A Million Moccasins Stalked these Shores’

Cabinet Gorge

Site Theme - ‘Nature’s Gargantuan Forces have Burst Above You’